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EIGHTEENTH ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF THE

STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 28, 1915



1915.

T. J. APPELYARD, STATE PRINTER



TALLAHASSEE

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COMMISSIONERS.

GEO. G. MCWHORTER, <i>Chairman</i> , Commissioner;	Aug. 17,
E. J. VANN, Commissioner;	1887, to
WILLIAM HIMES, Commissioner;	June 13,
JOHN G. WARD, <i>Secretary</i> .	1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	July 1,
HENRY E. DAY, Commissioner;	1897, to
JOHN M. BRYAN, Commissioner;	Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .	1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	Jan. 3,
JOHN M. BRYAN, Commissioner;	1899, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .	1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chair- man for the rest of the term.)	
JOHN M. BRYAN, Commissioner;	Jan. 8,
JOHN L. MORGAN, Commissioner;	1901, to
JOHN L. NEELEY, <i>Secretary</i> .	Jan. 6,
	1903.
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)	

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	Jan. 6,
R. HUDSON BURR, Commissioner;	1903, to
JOHN L. MORGAN, Commissioner;	Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .	1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	Jan. 3,
R. HUDSON BURR, Commissioner;	1905, to
JOHN L. MORGAN, Commissioner;	Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .	1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 8,
JOHN L. MORGAN, Commissioner;	
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, <i>Secretary</i> .	
	1907, to
	Jan. 4,
	1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 4,
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
S. E. COBB, <i>Secretary</i> .	
(S. E. Cobb resigned September 5, 1909, and	
J. Will Yon was elected as his successor.)	1909, to
	Jan. 3,
	1911.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 3,
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
	1911, to
	Jan. 7,
	1913.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	} Jan. 7,
NEWTON A. BLITCH, Commissioner;	
ROYAL C. DUNN, Commissioner;	
J. WILL YON, <i>Secretary</i> .	
	1913, to
	Jan. 5,
	1915.

Report of RAILROAD COMMISSION State of Florida.

Tallahassee, Fla., March 1, 1915.

To His Excellency, Park Trammell,
Governor of Florida.

Sir:—In obedience to the law, the Railroad Commissioners have the honor to submit to you their Annual Report for the period beginning March 1, 1914, and ending February 28, 1915, the same being their Eighteenth Annual Report.

NEW RAILROADS CONSTRUCTED.

The only new and independent railroad built and made ready for operation during the year is the East & West Coast Railway. This road will run from Manatee, where it connects with the Seaboard Air Line Railway, to Arcadia, a distance of about fifty miles. It is already operating between Manatee and Miakka, about 28 miles. We understand it will be ready for operation into Arcadia within a few weeks. Rates, as prescribed for this line, will be found elsewhere in this Report.

As shown by the comparative statement below, there has been a steady increase from year to year in railroad construction in this State. Mileage in operation June 30, 1913, all lines, was 5,550.50; June 30, 1914, was 5,759.67,—an increase for the year of 209.17 miles. It is stated that the mileage of new lines of railroad constructed during the last year was greater in Florida than in any other State in the United States.

For some years the argument has been made by railroad management that drastic legislation and regulation by Commissions has kept the railways from making extensions of their lines, and prevented the building of new lines, which would open up new country for development.

In the matter of legislation and regulation, we do not believe Florida differs materially from most of the States of the Union, and it, therefore, does not appear that this old argument of railroad management is supported by the showing made for the past fiscal year in Florida.

COMPARISON OF RAILROAD MILEAGE EARNINGS AND EXPENSES
IN FLORIDA, ALL LINES.

Year Ending June 30.	Miles in Operation.	Total Gross Earnings.	Total Expenses of Operation.	Total Net Earnings.	Total Net Earnings Per Mile of Line.
1902	3,542.48	\$10,375,745.70	\$ 7,685,781.26	\$2,689,964.44	\$ 759.96
1903	3,561.03	10,391,205.04	7,141,827.87	3,249,377.17	912.20
1904	3,671.62	11,638,896.19	8,047,625.47	3,591,271.72	978.11
1905	3,742.30	12,332,212.12	8,491,734.42	3,840,477.70	1,026.20
1906	3,878.63	13,826,328.73	9,631,840.72	4,194,488.01	1,081.43
1907	4,103.30	15,615,618.91	12,157,232.05	3,458,386.86	842.83
1908	4,134.10	15,748,008.89	12,500,839.69	3,247,169.20	785.46
1909	4,639.66	17,026,689.07	11,870,282.97	5,156,406.10	1,111.37
1910	5,073.88	19,441,618.11	13,310,546.47	6,131,071.64	1,208.35
1911	5,105.71	21,089,153.36	14,700,615.01	6,388,538.35	1,251.25
1912	5,423.24	22,652,848.74	16,726,060.40	5,926,788.34	1,092.85
1913	5,550.50	25,212,871.71	18,210,006.84	7,002,864.87	1,261.66
1914	5,759.67	25,170,844.87	18,420,291.03	6,740,533.84	1,170.29

HEARINGS AND INVESTIGATIONS.

In addition to hearings held by the Commissioners at Tallahassee, they have during the year visited and held hearings, or made investigations, at the following places:

Umatilla—Hearing and investigation in the matter of depot facilities; present, Commissioners Burr, Blitch and Dunn.

Ocala—Hearing in the matter of the petitions of Atlantic Coast Line Railroad Company and Seaboard Air Line Railway, for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr, Blitch and Dunn.

Kissimmee—Hearing in the matter of the petitions of Atlantic Coast Line Railroad Company and Seaboard Air Line Railway, for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr, Blitch and Dunn.

West Palm Beach—Hearing in the matter of petition of Florida East Coast Railway Company for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr, Blitch and Dunn.

Titusville—Hearing in the matter of petition of Florida East Coast Railway Company for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr, Blitch and Dunn.

Live Oak—Hearing in the matter of the petitions of Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and the Live Oak, Perry & Gulf Railroad Company for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr and Blitch.

DeFuniak Springs—Hearing in the matter of the petition of the Louisville & Nashville Railroad Company for relief in the application of the "Long and Short Haul Law;" present, Commissioners Burr, Blitch and Dunn.

Jacksonville—Investigation as to location of proposed new Union Passenger Station; present, Commissioner Burr.

Sebring and Avon Park—Investigations as to train service on the Haines City Branch of the Atlantic Coast Line Railroad Company; present, Commissioners Blitch and Dunn.

Jupiter—Investigation in the matter of change of location of depot; present, Commissioner Burr.

Mt. Dora—Investigation as to depot facilities; present, Commissioner Dunn.

Theressa—Investigation as to location of depot; present, Commissioners Burr, Blitch and Dunn.

Trilby—Investigation in the matter of depot facilities; present Commissioners Burr, Blitch and Dunn.

Tarpon Springs—Investigation as to the manner of stopping passenger trains for the convenience of passengers entraining and detraining; present, Commissioners Burr, Blitch and Dunn.

Sutherland and Ozona—Depot facilities and location of same; present, Commissioners Burr, Blitch and Dunn.

Jacksonville—To attend conference relative to suspension of tariff filed with Interstate Commerce Commission, carrying advanced rates on fruits and vegetables from Florida producing points to Northern markets; present, Burr and Blitch.

Washington, D. C.—In the matter of suspension of tariff filed with the Interstate Commerce Commission, carrying advanced rates on fruits and vegetables from Florida points to Northern markets; present, Commissioner Burr.

River Junction—Investigation in the matter of depot facilities; present, Commissioners Burr, Blitch and Dunn.

Milton—Hearing in the matter of the status of the Florida & Alabama Railroad to ascertain whether or not said road was a common carrier; present, Commissioners Burr, Blitch and Dunn.

Ocala—Hearing in the matter of petition of citizens of Ocala for Union Passenger Depot; present, Commissioners Burr, Blitch and Dunn.

Terra Ceia—Hearing in the matter of depot facilities and location of same; present, Commissioners Burr, Blitch and Dunn.

Fruitville—Investigation as to train service and depot facilities; present, Commissioners Burr, Blitch and Dunn.

Ojus—Investigation in the matter of depot facilities and the advisability of requiring the establishment of an agency; present, Commissioners Burr and Dunn.

Viking—Investigation as to proposed change of location of depot; present, Commissioners Burr and Dunn.

Bradley Junction—Investigation in the matter of depot facilities; present, Commissioner Blitch.

Jacksonville—Hearing in the matter of proposed amendments to Florida Classification No. 4; present, Commissioners Burr, Blitch and Dunn.

DEPOTS AND AGENCIES.

Formal Orders, as follows, have been entered requiring the construction of new depots or additions and improvements to depots and the establishment and maintenance of agencies:

Order No. 438—Construction of combination freight and passenger depot at Umatilla.

Order No. 443—Erection of a combination freight and passenger depot at Betts, Fla., and the establishment and maintenance of an agency.

Order No. 446—The construction of a combination freight and passenger depot at Astatula.

Order No. 447—Erection of a combination freight and passenger depot at Lee.

Order No. 452½—Erection of a passenger depot with umbrella sheds and walks at Baldwin.

Order No. 457—Erection of combination freight and passenger depot at Mt. Dora.

Order No. 460—Erection of a combination freight and passenger depot at Alford.

Order No. 462—Further proceedings in the matter of erection of new Union Passenger Station at Jacksonville, as required under Order No. 428 of the preceding year.

Order No. 465—The erection and location of a combination freight and passenger depot at Terra Ceia.

Order No. 466—Requiring the establishment and maintenance of an agency at Ojus.

Order No. 467—Requiring the establishment and maintenance of an agency at Larkins.

Order No. 470—The erection and location of a new Union Passenger Station at Ocala.

COMPLAINTS ADJUSTED BY INFORMAL HANDLING.

Mention is made of a few complaints which were adjusted or disposed of by informal handling, and without the necessity of formal Orders.

Complaint account of failure of Atlantic Coast Line Railroad Company to supply individual or sanitary drinking cups on its passenger train between Tarpon Springs and St. Petersburg.

Complaint that Atlantic Coast Line Railroad Company had discontinued Pratts Siding as a station. This was disposed of by declining to take action requiring its maintenance as a regular station, because of its proximity to another established station.

Blanton—Improvements to depot.

Wauchula—Complaint against the express agent as to practice of receiving and forwarding shipments.

Starke—Additions made to express facilities.

Hawthorne—Installation of toll station by the Southern Bell Telephone & Telegraph Company.

Samville—Establishment of agency.

St. Petersburg—Improvement in connections between the trains of the Atlantic Coast Line Railroad and the boats of the Favorite Line Steamers from Tampa.

Improvement of schedule of Florida East Coast Railway south of Miami.

Gordonsville—Improvement to depot facilities.

Zephyrhills—Improvement to depot facilities.

Sparr—Continuance of telegraph agency through shipping season.

Haines City Branch of Atlantic Coast Line Railroad, continuance of double daily train service.

Adjustment of complaint with reference to switching at Leesburg.

Refused to allow taking sleeper off Orlando-Wildwood Branch of Seaboard Air Line Railway.

Scales provided in depot at Fountain.

Hampton—Improvements to toilets.

Adjustment of rate on vegetable baskets from Jacksonville to Sanford.

Hopewell—Improvements to depot and the establishment of temporary agency.

Eldridge—Establishment of temporary agency.

Fruitville—The erection of a passenger shed.

East Lake—Establishment of temporary agency.

Wauchula—The erection of new depot.

EXAMINATION OF BOOKS AND ACCOUNTS OF COMMON CARRIERS.

The appropriation of \$10,000.00 made by the Legislature of 1913, to be used by the Railroad Commissioners in an audit of the books and accounts of common carriers, has been used, as shown by the statement below:

Atlantic Coast Line Railroad Company.....	\$ 57.50
Louisville & Nashville Railroad Company—Examination of exhibits filed by the company, in the matter of adjustment of its freight rates on its Pensacola & Atlantic and Yellow River Divisions.....	418.55
Florida East Coast Railway Company—In the case against said company involving an elimination of bridge charges and other passenger arbitraries on its lines.....	755.60
Georgia Southern & Florida Railroad and St. Johns River Terminal Company—This involves the first audits of these companies—amount expended.....	3,253.73

Total expended during the year on all lines above mentioned.....\$ 4,485.38

This amount, and that spent during the last Report year, leaves a balance in the treasury of \$1,717.87 of the special audit appropriation of \$10,000.00.

CLAIMS COLLECTED.

We have the authority to collect overcharge claims on State shipments that are not more than two years old, and during the year we have collected quite a number of such claims, mention of which is made below:

Leroy Gardiner, Pensacola—Express shipment of chickens, Pensacola to Jacksonville.....	\$ 3.64
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Waters & Carson Grocery Company, Kissimmee—Apples by express from Jacksonville to Kissimmee	6.75
R. F. Howard, Tallahassee—Lumber, Norfleets Siding to Manatee.....	41.97
R. F. Howard, Tallahassee—Demurrage.....	9.00
Wilson & Toomer Fertilizer Company, Jacksonville—Fertilizer material, Jacksonville to Tampa	13.20
J. C. Chestnut, Laurel Hill—Oranges by express, Bartow to Laurel Hill.....	.28
Ocala Lime Company, Ocala—Lime, Zuber to Palmetto	6.20
Roess Lumber Company, Ocala—Lumber, Zuber to Bradentown.....	3.28
Central Commercial Company, Centralia—Sweet potatoes, Wildwood to Centralia.....	.84
M. G. Rowe, Sanford—Household goods, Blountstowns to Sanford.....	7.61
St. Petersburg Novelty Works, St. Petersburg—Brick, Whitney to St. Petersburg.....	3.57
P. H. Varn, Brandon—Packing house machinery, Dunedin to Brandon.....	13.15
R. S. Hall & Company, Ocala—Car load staves, Silver Springs to Murdock.....	5.31
J. E. Hardee & Company, Madison—Fertilizer material, Jacksonville to Hanson.....	9.11
B. B. Lane, Pensacola—Household goods, Starke to Pensacola.....	4.94
H. K. Oliphant, Jr., Bartow—Passenger fare between Gainesville and Bartow.....	1.50
J. C. Getzen, Webster—Passenger fare.....	9.45
J. W. Pixton, Iona—Insecticide, Jacksonville to Iona .....	.77
G. F. Smith, Sanford—Fertilizer, Jacksonville to Beardall and Beck Hammock.....	3.86
J. J. Simmons, Ashmore—Sewer pipe and cement, Tallahassee to Ashmore.....	1.62
Wm. Snodgrass, Isle of Pines, West Indies—Passenger fare between Tampa and Ft. Meade	1.80
E. P. Ketzmueller, Tallahassee—Household goods, Wauchula to Tallahassee.....	41.23
T. J. Shepard, Orlando—Barrel honey, Stanfield to Orlando.....	.72

A. L. Studstill, Bronson—Groceries, Bronson to Wilcox	23.62
L. L. Bernard, Gainesville—Passenger fare, Live Oak to Gainesville.....	.32
Ft. Green Lumber & Crate Company, Plant City—Lumber, Ft. Green to Tampa.....	1.45
Florida Construction Company, Ft. Meade—Rock, King's Spur to Ft. Meade.....	85.73
E. B. Savage, Winter Haven—Ticket refund...	.55
Waters & Carson Grocery Company, Kissimmee—Cotton seed meal, Jacksonville to Kissimmee	8.25
T. S. Anderson, Live Oak—Ticket refund, Leesburg to Live Oak.....	2.11
C. B. Witt Company, Tampa—Switching between Seaboard Air Line and Tampa Northern	12.00
G. F. Smith, Sanford—Fertilizer, Jacksonville to Beck Hammock.....	10.00
Ft. Green Lumber & Crate Company, Plant City—Lumber, Ft. Green to Tampa.....	4.56
R. C. Head, Perry—Ticket refund.....	1.00
W. E. Brown, Green Cove Springs—Household goods, Williston to Green Cove Springs.....	5.94
Porter-Mallard Company, Jacksonville—Gold Dust, Jacksonville to Daytona.....	.66
Tallahassee Pressed Brick Company, Havana—Brick, Yeager to Perry.....	14.50
C. B. Witt Company, Tampa—Switching.....	10.00
Will R. Smith, Lake Worth—Kitchen tables, Gainesville to Lake Worth.....	.13
Total	\$ 370.62

Of course, no charge is made by the Commissioners for the handling of these claims.

FLORIDA FREIGHT CLASSIFICATION No. 4.

Classification No. 4 was published and distributed during the year, and we still have a considerable stock of the Classification on hand for distribution to persons having need for them. No amendments have been made to the Classification, but a hearing was had in Jacksonville on February 16th, to consider and determine whether

or not there should be made changes in classification, as carried under this publication, on: asphalt, paper bags, empty barrels, copperas, crackers, cakes and bread, insecticide, self raising flour, boiler iron, scrap iron, ground crushed lime stone, meal, mouldings, paper, paper dishes, plates or trays, plaster boards, pumping machines, slag, soap powders, building stone, trucks, oil tank wagons, washing or scouring compound, empty field boxes, concrete fence posts and oil or turpentine storage tanks. Subsequent Order will be entered in due course of time, carrying such amendments of classification of these articles as will have been determined reasonable and proper.

FINES IMPOSED.

Fines imposed by the Commissioners have been paid during the year, as shown below:

Seaboard Air Line Railway—In December, 1908, the Commissioners entered their Orders No. 249 and No. 250 against the receivers of the S. A. L. Ry., in which it was found that said railway was guilty of a violation of Section 2 of the Act entitled "An Act to regulate the transportation of Live Stock, and to provide penalties for the violation thereof," in that said railroad failed to unload, feed and water two shipments of live stock, as provided under said Act, and fines of \$150.00 each were imposed upon the said Seaboard Air Line Railway for the violations. After some litigation, the \$300.00 was paid into the State Treasury this year by the Railroad Company, in settlement of the two fines.

The Florida East Coast Railway Company—In May, 1914, as shown by Order No. 444, published elsewhere in this Report, the Commissioners imposed a fine of \$250.00 upon the said railway for violation of their Rule 24 of the "Freight Rules," in that the Railway Company discontinued Peters, Florida, as a flag station on its line, without authority of the Commissioners. This fine was promptly paid into the State Treasury.

Seaboard Air Line Railway—In February, 1914, the Commissioners entered their Order No. 432 against the S. A. L. Ry., in which it was found that the Railroad Company had violated Rule 13 of the "Passenger Rules" by failure upon a certain date to stop its passenger train at Plymouth, Fla., after being flagged by a person desir-

ing to travel thereon, and a fine of \$50.00 was imposed for the violation. This fine has been paid.

Seaboard Air Line Railway—Order No. 412 was entered against the S. A. L. Ry., in September, 1913, in which it was found that the Railway Company was guilty of violations of the "Passenger Rules," in that it failed to post the time of arrival of delayed trains at Orlando, and that it did also fail to post the Rule as required. An aggregate fine of \$200.00 was imposed for the violations, which fine, together with interest, has been paid—a total amount of \$211.33.

Summary of fines paid as above:

Seaboard Air Line Railway.....	\$300.00
Florida East Coast Railway Company...	250.00
Seaboard Air Line Railway.....	50.00
Seaboard Air Line Railway.....	211.33
	<hr/>
	\$811.33

FINES IMPOSED AND UNPAID.

Live Oak, Perry & Gulf Railroad Company—Issuance of free pass to E. A. Hodge.....	\$ 50.00
Florida Railway Company—Violation of Rule 15 of the "Freight Rules" by refusal to switch car load of stoves at Perry.....	200.00
East Florida Telephone Company—Discrimination in rates at Newberry, upon complaint of Dutton Phosphate Company.....	100.00
	<hr/>
	\$350.00

These unpaid fines are being handled by our legal department for collection.

AMENDMENTS OF RULES.

The heading of our Rules and Regulations was amended, so as to make them applicable to all common carriers. Heretofore, the heading has just included railroads. It now includes all common carriers in Florida.

Rule 6 of the "General Rules" was amended so as to require the carriers to charge the rate by the shortest and most practicable route. For example: Complaint

was made to the Commissioners, account of the rate on a shipment of oranges from a point on the Atlantic Coast Line Railroad north of Lakeland, destined to Greenville on the Seaboard Air Line Railway. The cheapest rate on this shipment was via Live Oak and Seaboard Air Line Railway to Greenville. Instead of delivering the shipment to the Seaboard at Live Oak, the Coast Line hauled it to Quitman, Ga., and delivered it to the South Georgia Railway, which hauled it to its destination at Greenville. The amendment of this Rule 6 would not prohibit the Coast Line from handling this shipment through Quitman, but it would not allow the collection of a charge for the transportation, greater than the rate via Live Oak and S. A. L.

Rule 17 of the "Rules Governing the Transportation of Freight" was amended so as to allow the carriers to charge the rate applying by the route specified by the shipper. The law gives the shipper the right to specify a route by which his shipment shall move. We have a Rule that requires carriers to charge the rate by way of the shortest and most practicable route, when the shipment is not routed; so as to make these two provisions clearer, said Rule 17 was amended, as stated above, so as to make it clear that the carrier was entitled to collect the rate by the route specified by the shipper.

Rule 19 of the "Rules Governing the Transportation of Freight" was also amended.

Rule 12 of the "General Rules" was adopted. A similar Rule was adopted by us some years ago, but was declared illegal by the Supreme Court. The Railroad Commission Law was so amended by the Legislature of 1913 as to give the Commissioners the power to make and enforce such a Rule. This Rule, as adopted, requires the Railroad Companies to report to the Commissioners immediately by wire, any wrecks on their lines, said telegraphic report to be followed within five days by a more complete written report.

Rule 14 of the "General Rules" was adopted, which requires all common carriers to report to the Commissioners once a month all free passes or reduced priced transportation issued by them during the previous month.

Rule 15 of the "General Rules" was also adopted as a new Rule, which makes it a violation of the Commissioners' Rules and Rates, and subjects the carriers to fines, by



ATLANTIC COAST LINE RAILWAY PASSENGER DEPOT, GREEN COVE SPRINGS, FLA.

failure to promptly make refunds of any overcharges to shippers. The violation is applicable whether the shipper has made claim for the overcharge or not. The various agents of the carriers make their reports to their head offices once a month, of all freight charges collected. The Auditing Departments of these head offices check up the reports of these agencies and moneys collected. If these Auditing Departments find in any cases, where any of their agents have collected an amount in excess of the legal rate, this Rule requires said department to make at once, report of such overcharge to his agent and have it refunded to the shipper or consignee at once, or otherwise make refund. Failure to make this refund within three months, the carrier, according to the Rule, lays itself liable to a penalty. Of course, if the Auditing Department checks up an undercharge made by an agent, it is its duty to report this to the agent and have him collect the undercharge from the shipper or consignee. It is just as much the duty of the shipper to pay an undercharge as it is the carrier to pay an overcharge, but the Commissioners have no authority to take action against or penalize a shipper for failure to pay an undercharge. The carrier's remedy in a case of this kind is an action by it in the courts.

LONG AND SHORT HAUL.

The Legislature of 1913 passed what has become to be commonly known as the Long and Short Haul Law (Chapter No. 6523).

This Act provides, in substance, that it shall be unlawful for any Railroad Company engaged in the business of common carriage of freight in the State of Florida to charge or receive any greater compensation in the aggregate for the transportation of freight of any nature for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance. The Act authorizes the Railroad Commissioners to relieve carriers of its provisions in cases where the facts would warrant such action.

In order that the new law might be called more directly to the attention of the citizens of the State, and that they might be given an opportunity to hear the argument of the

carriers in defense of their present system of rate making, the Commissioners held meetings in the early part of 1914 at various points in the State, being particular to select such points as would be directly affected by the application of the long and short haul Act, such as Ocala, Kissimmee, Titusville, West Palm Beach, Live Oak and DeFuniak Springs.

Since these meetings were held the Commissioners have been actively investigating the numerous applications for relief filed by the carriers. In order that the magnitude of this task be understood it might be well to call attention to the fact that one carrier alone has filed with the Commission applications for relief on over 1,300 different rates.

In several instances the Commissioners have granted relief to the carriers with the understanding that such relief was temporary, and that the rates established thereunder were to be subject to the final decision of the Commission in the general long and short haul matter.

The long and short haul question is not a new one in transportation. Such a clause has for some years been incorporated in the Interstate Act. In fact, the Florida law is practically a copy of the fourth section of the Act of Congress to Regulate Commerce, as amended June 18, 1910. It is, however, a question that has engaged the attention of some of the foremost students of transportation problems in this country, and with reference to which there are many different theories.

Acting under the fourth section of the Interstate Act the Interstate Commerce Commission has allowed the carriers to depart from the strict letter of the law on many rates from points in the North and West to Jacksonville. It may not be commonly known, but it is a fact, that there are in effect today many rates from the Ohio River Gateways to Jacksonville that are lower than rates from the same points to Atlanta and Montgomery, although both Atlanta and Montgomery are intermediate.

The Commissioners will render their decision on the general long and short haul applications now pending, just as soon as it is possible to do so.

'EXPRESS RATES.

Effective February 1, 1914, the Interstate Commerce Commission put into effect its new block system of express rates, applicable on interstate express traffic throughout the United States.

This tariff cancelled all rates issued by the Express Companies, and provided a first-class rate, to be applied on articles commonly classified as merchandise, and classified articles of food and drink at 75 per cent of the first-class rate.

From the standpoint of merchandise traffic alone the new scheme produced a marked reduction in interstate rates. However, it had been the custom of the Express Companies to apply on commodities that moved in quantities, such as fruits, vegetables, fish and oyster, commodity rates that were materially lower than their own rates on merchandise. Under the order of the Interstate Commerce Commission the Express Companies were permitted to raise their commodity rates to the new scale. The Express Companies, other than the Southern, immediately raised their commodity rates to the new basis, or reduced them where they were higher than the new basis. The Southern Express Company maintained its commodity rates to points local to its line on fruits and vegetables where such rates were lower than the I. C. C. scale, and were allowed by the Interstate Commerce Commission until November 1, 1914, to re-publish such rates, stating them in conformity with the order of that body.

Early in August, 1914, the Florida Railroad Commission began an investigation of the proposed action of the Southern Express Company with reference to these rates, the result of which was a conference between traffic officials of the Express Company and the Commissioners in Tallahassee on August 17, 1914. The Commissioners took occasion to remind the Express officials of the case before the Interstate Commerce Commission, brought by them, attacking the rates on fruits and vegetables from Florida producing points to points in the territory south of the Potomac and east of the Mississippi Rivers, action on which case was suspended pending a trial of the new I. C. C. scheme, and they were advised that if the new rates carried material advances, such advances would be vigorously attacked before the Interstate Commerce Commission.

The result of the correspondence and conferences was the submission of a tentative scale, carrying the rates that they proposed to put into effect on November 1, 1914. An examination of these proposed rates disclosed the fact that the Southern Express Company had prevailed upon their connecting companies to agree to a reduction in rates to points beyond the lines of the Southern Express Company over the rates that were put into effect by the adoption of the I. C. C. scale on February 1st. It also developed that the proposed rates made a marked reduction on the lighter weight vegetables, such as beans, peas, lettuce, cauliflower and okra, to all points, the rates being even less than the commodity rates that were in effect prior to February 1, 1914. As the weight of the commodities increased there was a like increase in the rate. On cantaloupes, taking an estimated weight of 50 pounds, the rates to Southern points remained about what they were under the old express commodity tariffs, in some instances more and in some instances less. On cantaloupes to Eastern cities the rates were reduced materially from the figures that were put into effect on February 1, 1914, and to Western points the rates were made even lower than they were under the old express commodity rates, and much lower than the rates made effective by the I. C. C. scale on February 1st. On corn and cucumbers the rates remain practically on the I. C. C. basis. On egg plant, estimated to weigh 60 pounds to the crate, to Southern points the rates are higher than they were under either of the preceeding scales. To Eastern and Western cities there is a slight reduction over the I. C. C. rate.

On citrus fruits to points in the Southeast there is an advance in the rates to common points, or points to which commodity rates were published previous to February 1, 1914, but to points in this territory, where formerly no commodity rates were published, there is a decrease.

On citrus fruits to Eastern points the new rates make a marked reduction, not only over the I. C. C. scale, but also a reduction over the commodity rates that were in effect prior to February 1, 1914. This is also true on citrus fruits to Western points.

Taking the new rates as a whole, the Commissioners feel that the reductions and advantages are such that

they were justified in consenting to their publication without making a formal attack on them at this time.

EXPRESS RATES ON MERCHANDISE.

Soon after the Interstate Commerce Commission's new block system of stating express rates went into effect, it was proposed that this system, in a modified form, be adopted by the various States, for application to intra-state express traffic. The express companies themselves seemed anxious for this to be done, stating that, while the proposed modified form would result in reduced revenue to them, they were willing to stand a slight reduction for the sake of having all of their State rates put on a uniform basis.

This modified system has been put into effect by at least 80 per cent of the States, all of the States in Zone No. 2 having adopted it, except the State of Florida. There are several reasons for this. In the first place, Florida has enjoyed a lower express rate than many of the Southern States, and the Commissioners have not yet assured themselves that the adoption of the new scheme would bring about a reduction in the total express revenues in this State. The Commissioners have made an exhaustive study of the proposed rates, and while it is true that there would be reductions on some classes of traffic, there would also be increases on other classes. Our investigation has developed that the reductions would come on packages weighing 20 pounds and less, and the advances on packages weighing over 20 pounds. In other words, the proposed reductions would be made on shipments that could ordinarily go by parcel post, and the advances on packages that could not move by parcel post. The Commissioners have been careful not to put themselves in the position of assisting the Express Company in decreasing rates on packages on which they have active competition at the expense of increased rates on packages on which there is no competition.

The Commissioners have not yet concluded their investigation of the figures submitted. It is true, as claimed, that the adoption of the new scheme would decrease rates on some commodities between points in this State, but as we now see it, this decrease would be secured by an increased charge on other commodities, and it is very

doubtful if the adoption of the modified basis would not produce an increase in the total revenues of the Express Company from Florida intrastate business.

The modified scheme of rates will be adopted if it can be shown that to do so will not increase the total yearly revenues paid to the Express Company on intrastate business.

CHANGES IN EXPRESS CLASSIFICATION.

By Order No. 455, effective October 20, 1914, the Commissioners changed the classification on Bread and Shrimp, as follows:

Bread: By taking this commodity out of class B, subject to graduate, and placing it in tariff D, pound rates.

Shrimp: By taking Shrimp out of tariff B, subject to graduate, and placing it in tariff D, pound rates.

By this action the rates on both of these commodities have been reduced.

DRINKING CUPS ON PASSENGER TRAINS.

Rule 11 of the "Passenger Rules" contains the following requirement: "All railroads * * * are required to keep in each of such coaches a sufficient supply of good drinking water for the passengers and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers." It has come to our knowledge that some of the railroads are not observing the requirements of this Rule as closely as required. It will be our purpose to enforce the provisions of this Rule, the same as any other.

As in the matter of many other of our rules, it is impossible for the Commissioners to make personal investigations of all trains, and of other such matters in all parts of the State, as related to local conditions. And whenever the public has cause for complaint, if it will advise this office, the matters complained of will be given prompt handling.

TELEPHONE COMPANIES.

The only complaint during the year relating to Telephone Companies that has been disposed of by formal action and Order, was against the East Florida Telephone Company for discrimination in rates at Newbury. The Telephone Company was given an opportunity to remove the discrimination, but failing or refusing to do so, formal hearing was had and a fine of \$100.00 was entered against the company, and case disposed of under Order No. 451, found elsewhere in this Report.

On an investigation made by us, we found that most of the Telephone Companies of the State were practicing discriminations, not permitted by law, in that they were allowing certain concessions in rates to State, county and municipal governments, to public organizations and to individual persons and concerns. In most of these cases, it was claimed by the Telephone Companies, that these concessions were given in accordance with their franchise contracts from the various cities. The question was referred to our Counsel for full opinion on the subject, and he advised that notwithstanding a previous franchise contract, it was an illegal discrimination to allow a cheaper rate to one subscriber than to another, whether a government, a public organization or individual, except as to certain enumerated classes, as referred to under Chapter 6525 of the Acts of 1913, for the regulation of Telephone Companies, which excepted classes include persons and organizations engaged in religious and eleemosynary work.

These Telephone Companies were requested to eliminate all of these unlawful concessions, which suggestion has been complied with, so far as we know, and because of this ready compliance, we did not deem it proper and advisable to take formal action against the companies for the violations.

Section 4 of Chapter 6525, regulating Telephone and Telegraph Companies, provides: "Sec. 4. Upon order of the Commissioners, every Telephone Company * * * shall file with the Commissioners * * * schedules showing the rates, tolls, rentals, contracts and charges * * * for messages, conversations and services rendered, etc."

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It appears that some Telephone Companies have not sufficiently familiarized themselves with provisions of Chapter 6525 above referred to, and it is suggested that they secure a copy of this law, which they can do by writing this office, for their information. Another provision of the law, which it seems that some of these companies have overlooked, Section 5 of Chapter 6525, which uses the following language: "No change shall be made in any rate, toll, rental or charge prescribed by the Commissioners without their consent."

Section 3 of the Act to regulate Telephone Companies provides: "Sec. 3. The service to be rendered any person, firm or corporation by any Telephone * * * Company shall be rendered and performed in a prompt, expeditious and efficient manner and the facilities, instrumentalities and equipment furnished by it shall be safe, kept in good condition and repair, and its appliances, instrumentalities and service shall be modern, adequate, sufficient and efficient."

For the purpose of affecting an improvement in the telephone service and of carrying out the provisions of above quoted section, we have employed a Telephone Engineer, Mr. George B. Ames, whose duty it will be to travel over the State and inspect equipment and service being rendered. It will be our purpose to take such action as is found necessary to enforce the provisions of above quoted Section 3, as to equipment and service.

Early in the year we propose to prescribe a set of Rules and Regulations for the government of Telephone Companies. We are now preparing these Rules in tentative form, and expect to issue notice for a hearing to consider their adoption within the next few weeks.

COMPARISON OF FLORIDA RATES AND CONDITIONS.

The reasonableness of rates on Florida railroads as compared with those of other States is sometimes criticised by shippers of the State. Wherever unjust discriminations and irregularities in State rates exist they are being readjusted and removed as they come to our knowledge. But we believe that Florida rates will compare favorably with those of other States when all conditions

are considered. On account of Georgia being an adjoining State, we are frequently met with the criticism that the rates in Georgia are less than those of Florida. While some of the rates in this neighbor State are less than some Florida rates, this is not a fair comparison, because the density of traffic per mile of railroad is so much greater in Georgia than it is in the State of Florida. This condition can easily be understood from the following comparisons:

The land area of Florida is 55,000 square miles; estimated population 800,000; miles of railroad, exclusive of side tracks and spurs, 4,500; 1 mile of railroad to every 12.1 square miles of area; 176 inhabitants to support every 1 mile of railroad.

Land area of Georgia, 59,000 square miles; estimated population, 2,800,000; miles of railroad, exclusive of side tracks, 7,300; 1 mile of railroad to every 8.68 square miles of area; 383 inhabitants to support every 1 mile of railroad.

The United States for the year June 30, 1912, exclusive of Alaska and other possessions, land area, 3,026,789 square miles; estimated population, 97,000,000; miles of railroad, 246,816; 1 mile of railroad to every 12.3 square miles of area; 393 inhabitants to support every 1 mile of railroad.

It will be seen that Florida has a population of 800,000 to support 4,500 miles of railroad, while Georgia has a population of 2,800,000 to support 7,300 miles of railroad; or Georgia has 383 people to support 1 mile of railroad, while Florida has only 176. In view of the comparison of above facts, we believe that anyone will admit that the difference in the rates of the two States is justified.

Another important point to be considered in connection with Florida conditions is that Florida is a terminal State. In other States, Georgia for example, the railroads get the benefit of long hauls across the State on shipments passing from points in one State to points in another. Interstate shipments handled in Florida either have their origin or destination in the State, and the railroads have no through traffic rightfully creditable to other States to depend upon. Practically, the only exception to this is the small amount of Cuban traffic passing through the State.

THE RAILROADS AS AFFECTED BY THE EUROPEAN WAR CONDITIONS.

Practically all lines of business have been effected by the conditions following the European war. The railroads is no exception to this condition. Statements to us by the railroads show that there has been a marked decrease in their revenues, on all the important lines in the State, except the Florida East Coast Railway. It was, therefore, necessary for them to make such retrenchments as were possible to meet these decreases. The principal lines had a conference with the Commissioners as to the situation, and it was agreed that we would meet them in this effort as far as the public convenience would permit. Until conditions improved we would not require the construction of new depot facilities, where it was reasonable, under the circumstances, to get along without them. We also allowed the temporary curtailment of train service in a very few instances, where it appeared to us that the public would not be unreasonably inconvenienced as a result. On the Atlantic Coast Line Railroad we allowed the discontinuance of Trains No. 44 and No. 47 on the Homosassa Branch, the discontinuance of Trains No. 27 and No. 28 between Sanford and Tampa, and the reductions of Trains No. 32 and No. 35 between Ocala and Lakeland to a tri-weekly service. On the Tampa & Jacksonville Railway we allowed the discontinuance of one of its trains between Gainesville and Sampson City. Curtailment of service was allowed in a few other and less important cases.

Less trains were discontinued in Florida than in any other State in the South, possibly. We understand that the railroads of one of our adjoining States were permitted to discontinue more than 25 trains. While we exercised this authority to only a very limited extent, many protests were made,—so much so that we deemed it advisable to make the following statement to the public:

A number of letters have been received from along the line of different railways in Florida, complaining to the Commissioners of reduced passenger train service, and we have noticed also a number of criticisms in the newspapers, with reference to these reductions in service on some lines. We, therefore, deem it advisable, to make a

statement of existing conditions, which have made it necessary for the Commissioners to authorize a reduction in the service in certain instances.

According to the records before the Commissioners, there has been a constant decrease in passenger earnings on all of the important railways of Florida, *except one* (The Florida East Coast Railway), since the outbreak of the European war. The losses in freight revenue have been even greater than that of passenger revenue. The result of these figures is such, that the Railroad Commissioners found themselves compelled, as a matter of right and justice, to say nothing of the legal phase of the question, to authorize the curtailment of expenses, wherever it could be accomplished without seriously affecting the public to be served.

The losses in revenue from freight and passenger business, it must be admitted, is due to present conditions, which must have affected a great many of the people of this and other States, which condition has prevented their supplying the usual amount of tonnage in freight, and has caused a decrease in the number of people who travel, and it is certainly not just and reasonable for the public to ask or demand that a *maximum amount* of service be performed, for a minimum amount of business to be cared for, which is exactly the conditions of affairs we are confronted with today, in not only Florida, but in practically every State in the United States. There are instances where the figures show passenger train mile earning of only 11 to 21 cents per *train mile*, during the period referred to, when the *cost per train mile* of the service is several times that amount.

The Commissioners have been constantly urging the railways of the State to give the greatest amount of service, as is a well known fact, the rates have constantly been shrunken, and facilities largely increased, but today, the Commissioners are confronted with one of two things, viz:

First. In order to maintain the maximum amount of service which has heretofore been rendered under *normal conditions* to authorize *higher rates*.

Second. To preserve a reasonable amount of *service and reasonable rates*, by allowing a curtailment in service, which will help the Railroad Companies to recoup some of the losses which they are sustaining.

We note some criticisms are that the Commissioners have allowed a reduction in train service, without giving the public an opportunity to be heard. All we have to say, with reference to that, is that if all the people had been heard, it would not have resulted in changing a single figure before us or brought the carriers a cent more revenue. The fact that a community may petition in protest, to the Commissioners, does not in any way affect the revenue which the railroad is actually getting from business. In answer to other criticisms, that the Commissioners have acted without due regard to the public, we regret to say, that there seems to be a misconception on the part of some, of what is intended by a regulative law, regulating Public Service Corporations, and instead of the Commissioners acting with discretion, that they must do whatever the public says shall be done. In this connection we wish to say, that the law was intended to place discretion with the Commissioners, it was for the purpose of protecting the people against the railways, as well as for a protection to the railways against any unreasonable public demands, and it will be the purpose of this Commission, so long as we remain in office, to discharge every public duty in this manner. Justice, as near as we can arrive at it, is our purpose.

Several communities which are complaining of a slight decrease in passenger service still have more trains left today to serve them than they had several years ago, when conditions were average and normal. Florida is no exception in the present state of affairs. We were among the last of all the Southern States to authorize any reduction in service, and miles of railroad and population considered we have not yet authorized the same curtailment in passenger service as has been authorized in other States of the South. We might add also that this condition is not peculiar to the South alone, but there has been a cutting down of train service all over the United States, because of conditions apparently due to the existence of the war in Europe, which has upset normal business conditions and prevented the movement and interchange of commerce. Our Phosphate Mines are nearly all shut down, our Naval Stores cannot be sold and exported to any extent, and the lumber business is practically at a standstill. These three commodities, together with the inbound merchandise shipments used in their

production, constitutes an enormous tonnage of the railroads. We feel, under the circumstances, that if we can maintain the present status, until there is a change for the better, we will indeed be fortunate.

We believe that the public will agree that they have no right to demand a service of the railways, which they are not supporting, and neither this nor any other Commission can successfully maintain that a service must be rendered, which results in large losses. If we were to take the other position, then the public would have to pay for it by an increase in rates, because the Railway Companies, under the laws of this country, have a right to a reasonable return upon the property devoted to public use.

It is with regret we find it necessary to make this statement. We feel Florida is in better shape, generally, than any other Southern State, and we make this explanation in the hope that it will appeal to the fair-mindedness of the people of this State, believing they are fair, when once they know the facts.

In conclusion, we wish to add that we have an understanding with the officers of all the railways, whom we have allowed to reduce their train service, that the same will be resumed just as soon as the traffic will warrant it, and *without contest*.

R. HUDSON BURR,
NEWTON A. BLITCH,
ROYAL C. DUNN,

Railroad Commissioners.

ADJUSTMENT OF LOUISVILLE AND NASHVILLE RATES.

There is now no case pending in the courts between the Railroad Commissioners and the Louisville & Nashville Railroad Company. After many years of continuous litigation, we are pleased to report that all matters in contention have been adjusted to the satisfaction of the Commissioners, and the public is having the benefit in the way of much lower freight and passenger rates.

When this contest was begun on the part of the Railroad Commissioners in 1903, the public was being compelled to pay four cents per mile passenger fares and the

highest freight rates in Florida on the greater part of the mileage of the Louisville & Nashville Railroad in this State. In an endeavor to relieve the people of the western part of the State of this unjust burden, there was no let up in the efforts of the Railroad Commissioners to secure reductions in both freight and passenger rates until the lower rates were secured, which we believe for the present are just and reasonable.

The Louisville & Nashville Railroad is now operating a three-cent per mile passenger rate and the same freight rate that is applicable on the Seaboard Air Line Railway which runs through a similar territory in the northern part of the State. The last important case in litigation was settled when that railroad company agreed to put into effect the scale of freight rates, including Class P, which had been ordered by the Commission. The putting in of these rates makes a big reduction in the freight rates of this road, as is shown by the comparisons following.

We attribute our final success in these cases to the complete audit which we had made of the financial condition of this line. When it was seen that we had the information to pursue the cases successfully the railroad complied with our orders and put the reduced rates into effect.

The Louisville & Nashville Railroad has heretofore used a schedule of Class P rates that was much higher than the ones used by the other lines of road in the State. For example: The Louisville & Nashville rate for a car load of lumber of 24,000 pounds for a 10-mile haul was \$7.20, whereas the rate on the other lines was \$5.00. The new rate, as ordered, is now \$5.00, the same as operated on other lines.

Below is given a comparison of the old and new rates for 10, 30, 50 and 100 miles, which indicates the proportion of reduction that has been made in these rates. The Louisville & Nashville publishes special rates on Lumber, Naval Stores and other commodities between certain points on its line, which were not only lower than their Class P rate, but in some instances lower than the Class P rate put into effect by order of the Commission. Where the use of these commodities will produce a lower charge than the class rate, the commodity rate must be used:

	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P
Old Class Rates— 10 Miles..	25	22	1	17	16	15	15	15	06	06	15	15	12	15	1.40	1.00	6.00	12.00	7.20
New Class Rates— 10 Miles..	24	21	20	15	14	13	10	09	08	06	14	15	12	07	0.75	1.00	8.00	10.00	5.00
Reductions.....	01	01	..	02	02	02	05	06	..	..	01	..	..	08	0.65			2.00	2.20
Old Class Rates— 30 Miles..	37	32	30	27	24	22	22	22	10	08	22	22	20	22	2.20	1.60	12.00	19.20	14.40
New Class Rates— 30 Miles..	32	30	28	23	20	18	13	12	12	09	20	23	18	09	1.05	1.20	14.00	14.00	7.60
Reductions.....	05	02	02	04	04	04	09	10			02		02	13	1.15	0.40		5.20	6.80
Old Class Rates— 50 Miles..	45	41	35	32	29	26	26	26	14	10	26	26	28	26	2.80	1.80	14.00	21.60	16.80
New Class Rates— 50 Miles..	40	38	35	30	25	20	15	14	14	11	25	30	20	10	1.30	1.40	17.00	16.00	9.20
Reductions.....	05	03		02	04	06	11	12			01		08	15	1.50	0.40		5.60	7.60
Old Class Rates—100 Miles..	64	56	50	45	40	36	36	36	20	15	36	36	40	36	4.00	3.00	20.00	36.00	24.00
New Class Rates—100 Miles..	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00	12.70
Reductions.....	04	01	01	03	06	08	10	16		01	02		14	23	2.25	1.20		15.00	11.30

There has also been a marked reduction in the rates on Live Stock, C. L., as the following comparison will show.

Per car of 24,000 pounds.		
	Old Rate.	New Rate.
10 miles.....	10.00	8.00
30 miles.....	17.00	14.00
50 miles.....	21.00	17.00
100 miles.....	31.00	25.00

A material reduction has been made on Brick, in car-load lots, between points where the L. & N. did not operate special rates on this commodity, as follows:

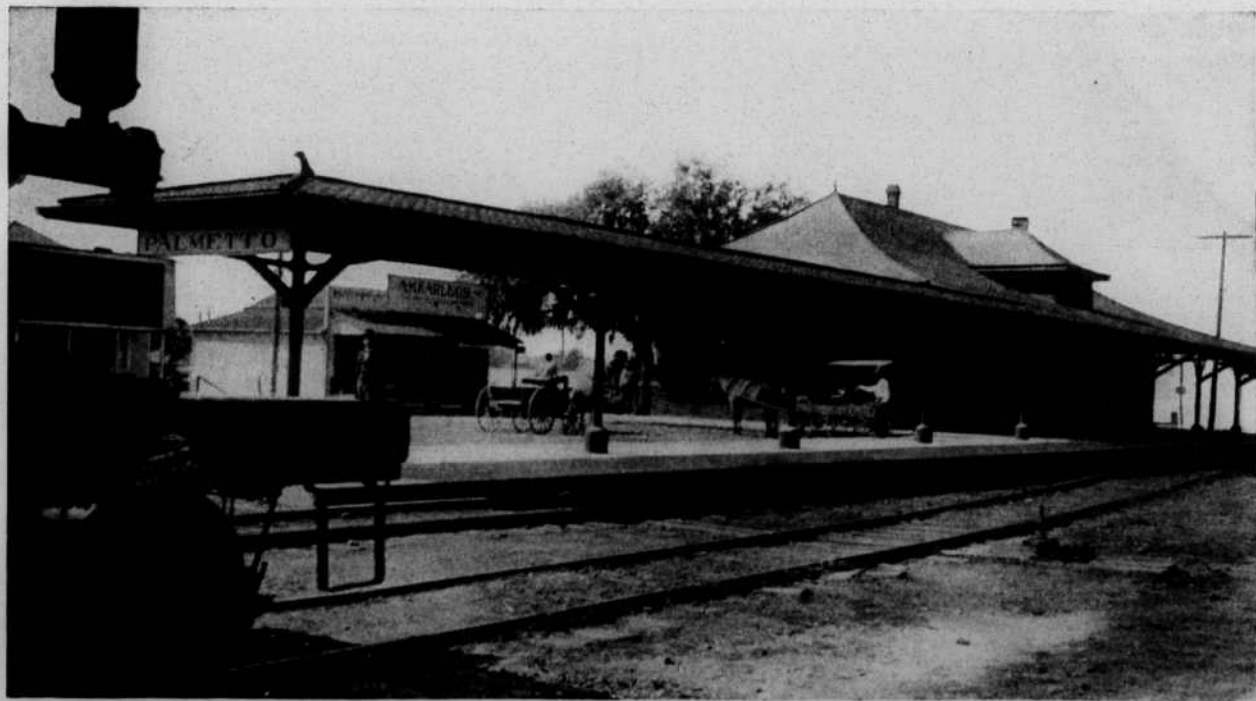
Per car of 30,000 pounds.		
	Old Rate.	New Rate.
10 miles.....	9.00	5.00
30 miles.....	18.00	7.60
50 miles.....	21.00	9.20
100 miles.....	30.00	12.70

Taken as a whole the new rates will be of great benefit to the shippers of this State who use the Louisville & Nashville Railroad.

ATTITUDE OF FLORIDA RAILROADS.

We are glad to report that there is quite an improvement in the manner in which the regulatory acts of the Railroad Commission are being received by nearly all the railroads in the State. The most of them seem disposed to handle all matters with the Commissioners in a spirit of fairness, and a great many matters are being settled by correspondence and in informal conferences. Where formal action is necessary the orders of the Commission are quite generally obeyed without the necessity of legislation.

A very notable exception to this rule, however, is the Florida East Coast Railway. It seems to resent State regulation and to have adopted a policy of defiance toward the Commission and the State through the Commission. While it submits to regulation in some matters, yet its officials are contentious and defiant in many matters which are adjusted to the benefit of the public with the other lines in a most satisfactory manner.



DEPOT OF SEABOARD AIR LINE RAILWAY, PALMETTO, FLA.

We have now pending in the courts three cases in which this railroad is the defendant, to which we wish to call particular attention:•

This company did, for some years, make a charge of 15c more than 3c per mile for passengers between Jacksonville and St. Augustine, giving as an excuse, that it was entitled to an extra charge on account of the expense of constructing the bridge over the St. Johns River. The Commissioners ordered the practice to be discontinued, which order being disobeyed the case was carried into the courts, when later the 15c arbitrary was discontinued between Jacksonville and St. Augustine and a 5c arbitrary made from Jacksonville to St. Augustine, and all points south on the Florida East Coast Railway, counsel for the railroad contending that the discrimination was removed because the charge was spread over the entire line instead of between only a few stations. The Commissioners, however, are continuing to press the case, because we do not believe that it is proper for any extra charge to be made on account of a railway bridge. The Florida East Coast Railway is the only railroad in Florida which makes any extra charge on account of bridges over rivers, although many of the other railroads of the State have had to go to the expense of constructing bridges in order to operate their lines. This practice of this road is a very unusual one, and we believe a very unjust one, but the public must be imposed upon while the case is pending in the courts.

The Railroad Commissioners some time ago amended their rule governing joint rates, so that ten per cent would be taken off of the rate where shipments pass over two railroads and twenty per cent off of the locals where shipments pass over three or more railroads. Every railroad in Florida obeyed this amended rule except the Florida East Coast Railway and a small road known as the Ocala Northern. For several years prior to amending the rule governing joint rates the rule had contained a provision that ten per cent should be taken off of the local rate of each line, except on classes L, N, O and P. This rule has been observed by all the railroads in the State, including the Florida East Coast Railway. There was also a rule in force prohibiting any railroad doing business in this State from advancing any rate without the approval of the Railroad Commissioners. A few months

ago the Florida East Coast Railway openly defied both of these rules by refusing further to allow the ten per cent deduction on their line where the shipment passed over two or more lines and raised the rate to the extent of this ten per cent without any request for approval of the Railroad Commissioners. It is a well recognized principle of rate making that joint rates should be less than the sum of the locals in the making of rates. Many States have joint rate rules similar to the Florida rule. For instance, Alabama and Georgia rules require ten per cent to be deducted. South Carolina requires a deduction of twenty per cent and North Carolina twenty-five per cent.

The Interstate Commerce Commission has, from time to time, passed upon rates in which two or more lines of railway participated in handling the traffic. In the case of the Sheridan Chamber of Commerce vs. C. B. & Q. R. R. Co., they said in part:

"Each carrier participating in a two line haul will find that operating expenses for its portion of that haul are less than they would be if only a one-line haul to the junction point were involved. * * * The one-line haul involves two distinct terminal services. Each carrier's share of a two-line haul involves but one distinct terminal service, plus a switching movement from one carrier to the other."

In the case of Washington Milling Company vs. N. & W. Ry. Co., they laid down the proposition that:

"Ordinarily a through rate should be somewhat less than the combination of intermediate rates."

Therefore, instead of taking the sum of the local rates, which apply on two lines, and taking from the combination of the two a small percentage, as our Rule 19 provides, they have treated the haul over two lines as though it were a continuous one-line haul, adding the usual $2\frac{1}{2}c$ per 100 pounds to the one-line haul for distances up to 500 miles, and add nothing for distances over 500 miles.

In one case involving cattle shipments over more than one line of road, they used mileage rates as of one line, plus \$5.00 per car up to 500 miles and for distances above 500 miles added nothing. Thus it will be seen that the Interstate Commerce Commission, in measuring the rate on traffic passing over two or more lines of railway, have been much more drastic than anything required by our Rule 19.

As illustrating the above method, we will take a move-

ment of first-class freight from Tallahassee to Miami, 165 miles Seaboard Air Line, 74c; Florida East Coast Railway, 366 miles, 97c, and it will be seen that these locals, when combined and ten per cent deducted, as required by our Rule 19, we have a through rate of \$1.53.9 per hundred. The same movement under the Interstate Commerce Commission process would be treated as a continuous one-line haul of 531 miles, and the rate would be \$1.14.

The Railroad Commissioners intend to ascertain through the courts whether or not it will be necessary, when a rule for the government of all the railroads in Florida must be prescribed, to except the Florida East Coast Railway from its provisions.

The Florida East Coast Railway is making a switching charge of \$2.00 per car on all cars put into or taken out of industry tracks on its line for loading or unloading such, for instance, as saw mills, fruit and vegetable packing houses and wholesale houses. This is a very unusual charge. It is the only railroad in Florida which makes such a charge, and, in fact, we know of no other railroad in the country which makes such a charge. This practice is in direct violation of one of our rules which applies to all the railroads in the State. We have taken steps in the courts to require the Florida East Coast Railway to obey this rule.

In addition to the foregoing suits, there are other suits pending against the Florida East Coast Railway to enforce orders, and other orders of the Commissioners not in suit, which have been ignored by this company. Some of our orders for the establishment of agencies or the construction of depots have not been complied with, where the income of the Florida East Coast Railway Company from business done at the station where such agency is sought to be established or the depot erected, according to the report of the company itself, has been as much as upwards of ten thousand dollars per annum at once place, to upwards of forty thousand dollars at another place. Still the company attempt to justify itself in denying necessary facilities to the people out of whom it is making this money, on the ground that the business is not sufficient. Under like circumstances we would have no trouble with any other railroad in the State.

This policy temporarily deprives the public of the conveniences to which they are entitled and imposes addi-

tional expense upon the taxpayers of the State in enforcing the orders through the court, and unnecessarily consumes the time of the Railroad Commissioners that could be devoted to the welfare of the people in some other way.

We wish to announce that in all cases where the Commissioners have issued orders after proper notice and hearing, that it will be our purpose to seek to enforce these orders against this railroad, even though the cases have to be taken to the court of last resort.

The Commissioners have endeavored to be fair and impartial in their dealings with all the Railroad Companies under their jurisdiction, and we regret exceedingly the attitude displayed by the Florida East Coast Railway.

AMENDMENT OF LAW TO INCLUDE GASOLINE BOATS AS COMMON CARRIERS.

Through oversight, or otherwise, Chapter 2892 of the General Statutes of Florida, defining the term "Common Carrier," to be regulated by the Railroad Commission, includes railroads and Terminal Companies and steamboats, but gasoline launches, motor boats and other similarly propelled carriers are not mentioned. Since such carriers are not named in the law it follows that we have no jurisdiction in their regulation.

There is a considerable part of the water transportation in the State done by gasoline boats. Complaints come to us from time to time with reference to their rates and practices, but no relief can be given by us in such cases, for lack of direct statutory provision on the subject. It is recommended that the law be amended, so as to give us jurisdiction in the regulation of crafts of this character the same as applies to steamboats and steamships.

ABOLISHING TELEGRAPH OFFICES OPERATED JOINTLY BY TELEGRAPH AND RAILROAD COMPANIES.

The largest number of points in the State, where telegraph service is afforded the public, offices are operated jointly by the Telegraph and Railroad Companies. The telegraph business at these places would not be large enough to justify the Telegraph Company in maintaining

independent offices and service. If it were not possible to furnish telegraph service in this manner a large number of localities would be deprived of its advantage.

Before the Telegraph Company can legally close a telegraph office it must have the approval of the Commissioners. We cannot require the Railroad Companies to operate telegraph service, except where it is necessary for the safe operation of their trains. This being the case, the Railroad Companies sometimes cut out facilities at stations for telegraphing, and the Telegraph Company is therefore prevented from continuing commercial telegraph service, since at such places it would not be reasonable to continue service independent of the Railroad Company, in view of the small business of this character.

We would, therefore, recommend that the law be amended, so as to require Railroad Companies to give notice to the Commissioners before discontinuing facilities for commercial telegraphing at any of their stations, and receiving the approval of the Commissioners, after an investigation on their part as to the reasonableness of the proposed discontinuance.

THE ELIMINATION OF GRADE CROSSINGS AND TRESPASSING ON RAILROADS.

The great loss of human life occasioned by crossings over railways at grade and also by trespassing on the tracks and rights of way of Railroad Companies has been so great that it has commanded the thought of both railway management, legislative bodies and public officials. Laws have been passed in many States with reference to both of these questions, but there still remains some of the States that have not enacted such laws, and among them is Florida.

This question is one that has engaged the attention of the National Association of Railway Commissioners for many years. This Association is made up of the members of the Interstate Commerce Commission and all State Railway Commissions. Much time and thought has been devoted by the members of this Association to a solution of these two questions. The last annual convention of the Association, which met in Washington City, November 17th to 20th, 1914, adopted a report and recommendations with reference to the enactment of such laws, in-

structing the Secretary of the Association to furnish copy of the report and recommendations to the Governor of each State, and urge upon him to recommend the passage of such laws in his message to the Legislature of his State. The Commissions of each State were also urged to call attention to this matter and assist the Governor in every way possible to secure the enactment of such laws.

The report of this Committee is too long to publish in full, and we, therefore, only publish the following extracts from same:

"In view of the foregoing, we offer the following suggestions: That the Secretary of this Association be instructed to mail the Governor of each State a copy of this report, and at the same time write him a letter directing his attention to the table showing the killed and injured as the result of trespassing and urge him to include in his forthcoming message the following recommendations:

First. The enactment of a law conferring upon the public service commission of his State (if there be such commission) the power to require the separation each year of as many and such grade crossings as they are convinced public safety demands and conditions warrant, and the power to apportion the expense.

Second. The enactment of a law like the following (or one of like purpose and intent) making trespassing upon railroad right of way a misdemeanor punishable by fine or imprisonment:

"A Bill to prevent trespassing on the tracks and rights of way of railroad companies operating within this State and to provide punishment therefor.

Whereas, Great loss of life and limb results from trespassing upon railroad property and rights of way:

Now, Therefore, The people of the State of _____ enact:

Section 1. It shall be unlawful for any unauthorized person to walk, ride or drive upon or along the tracks or within the right of way of any railroad company operating its lines within this State, or to cross such tracks or right of way at any place other than at a public or private crossing; Provided, however, that none of the provisions of this act shall apply to employees or licensees of any railroad company while engaged in the performance of the duties of their employment or otherwise acting pursuant to the license, nor to any person going in or upon

such tracks or right of way to save human life or to protect property, nor to any person going or being upon or in the depot and station grounds of any such railroad company as a passenger or for the purpose of transacting business therewith. It is further provided that any station agent or section foreman in the employ of a railroad company doing business within this State shall have the same power and shall be charged with the same duties in the enforcement of this act as are given to deputy sheriffs by the general laws of the State.

Section 2. Any person wilfully violating the provisions of this Act shall be deemed guilty of a misdemeanor, and upon conviction thereof before a court of competent jurisdiction shall be liable to a fine of not more than one hundred dollars or to imprisonment in the county jail for not more than ninety days, or to both such fine and imprisonment, in the discretion of the court."

Your committee further suggests that the Secretary of this Association be instructed to, on or before January 1, 1915, write a letter addressed to the Chairman of each Commission, urging him to call upon the Governor of his State and tender him his services in helping to secure the enactment of the laws in question and later to advise the Secretary if such law or laws were enacted, mailing a copy of the same, or if not enacted, the reason.

G. L. GLASGOW,
DAVID HARLOWE,
RICHARD YATES,
CHAS. E. ELMQUIST."

The Florida Railroad Commissioners most earnestly recommend the passage of laws on the subjects above referred to, and will be pleased to confer with any members of the Legislature or any committees with reference to same.

OPINIONS OF COUNSEL FOR THE RAILROAD
COMMISSION.

We frequently call on Special Counsel for interpretation of legal aspects of cases and matters coming before us. Many of these opinions have been rendered by Counsel during the year, but we will take space for the publication of only a few of the more generally important ones:

May 15, 1914.

OPINION.

Can the Tampa Northern Railroad Company be compelled to use Mileage Books? Answering the inquiry of J. B. Robertson, dated April 24, 1914.

Under the statute regulating free transportation and discriminations it is especially provided that railroads *may* use mileage books. This is a form of discrimination which is generally recognized as allowable. It has been held, however, by the United States Supreme Court, and by all other courts which have passed on the subject, so far as I am aware, that the use of mileage books is a privilege of the railroads and that it can not be compelled as a duty. Among other cases so holding see *L. S. & M. S. R. Co. vs. Smith*, 173 U. S. 684.

Of course this is subject to the restriction that where mileage books are honored for one person they must be honored for another under like conditions. If one person is allowed to use a mileage book on the Tampa Northern others must be allowed to use them, but under the law the company is clearly within its rights if it declines to honor mileage books on certain portions of its line while it does not honor them on other portions. Two persons who travel over the same route are traveling under like conditions and are entitled to the same treatment, but two persons traveling over different lines of the same company are not traveling under like conditions.

The foregoing covers the law of the case. But while the company, in my opinion, unquestionably has the right to use mileage books or not on the Tampa Northern, as it may see fit, there still remains the question of fact whether or not the company has taken the proper steps to exempt

the Tampa Northern from the use of mileage books. Since the Tampa Northern is now a part of the Seaboard Air Line Railway it is governed by the tariffs and regulations applicable to the Seaboard Air Line Railway, and since the Seaboard is using mileage books generally it would seem that they must use them on the Tampa Northern unless they have made express provision for exempting that road.

Respectfully submitted,
F. M. HUDSON,
Counsel.

August 18, 1914.

OPINION.

Upon the Law Governing the Issuance of Free Passes by Common Carriers.

I.

The first enactment on this subject is to be found in the Constitution which provides, Section 1, Article XVI, as follows:

"No railroad or other transportation company or common carrier in this State shall grant a free pass, or discount the fare paid by the public generally, to any member of the Legislature, or to any salaried officer of this State, and the Legislature shall prohibit the granting or receiving such free pass, or fare at a discount, by suitable penalties."

In pursuance of this provision the Legislature enacted Section 3634 and Section 3635 of the General Statutes, which forbid the granting of free passes or reduced rates to any member of the Legislature or salaried officer of the State, and authorizes the punishment of both the giver and the recipient by imprisonment one year or by fine not exceeding \$1,000.00.

It is often contended that these provisions are not applicable to the case of an employee of a railroad company; in other words, that an employee of a railroad company, although he may be a member of the Legislature or an officer of the State, may with impunity accept free passes or reduced rates. This contention is based on the theory

that a pass granted to an employee is not a *free* pass.

It is my opinion that this construction is incorrect, and that the member of the Legislature or salaried officer of the State who accepts a free pass, and the carrier which grants it, are both liable to punishment as prescribed by the statute, notwithstanding the fact that such officer may be an employee of the company, because:

1. When the Constitution forbids any carrier to "grant a free pass, or discount the fare paid by the public generally, to any member of the Legislature or to any salaried officer of the State," it clearly means that such members of the Legislature and salaried officers shall pay for their transportation "the fare paid by the public generally."
2. It has been held by the Court of Appeals of New York that "A free pass means the privilege of riding * * * without payment of the customary fare." *Perkins v. N. Y. Cent. R. Co.*, 82 Am. Dec. 281 (286).
3. Our Legislature has settled the matter by the provision (Acts of 1909, page 44), that "all transportation other than free must be paid for in cash."

This provision presents to the officer of the State who uses an employee's pass this dilemma: If his pass is a free pass, the issuance and acceptance of it plainly violate the section of the Constitution and General Statutes above referred to. But if his transportation is not free it "*must be paid for in cash*" to avoid the penalties fixed for a violation of the Act of 1909.

But in this connection the important consideration for the Commissioners is as to the enforcement of the existing constitutional and statutory provisions.

It is to be noted in the first place that the constitutional provision was adopted before there was a Railroad Commission in the State and the statutory provisions were adopted by the first Legislature under the new Constitution, in pursuance of the mandate that "the Legislature shall prohibit the granting or receiving such free passes, or fare at a discount, by suitable penalties."

It is manifest, then, that the enforcement of these provisions was left to the courts by their ordinary processes and an examination of subsequent statutes reveals the fact that neither the duty nor the power to enforce the foregoing provisions has ever been imposed or conferred upon the Railroad Commissioners.

It follows that the Commissioners have no authority to enforce these provisions. The courts have the power to punish the carrier who grants, or the member of the Legislature or salaried officer of the State who accepts, free transportation. The two houses of the Legislature have power to deal with the offending members for accepting such transportation, and the Governor has the power to deal with other salaried officers of the State who are found offending in this respect. The Railroad Commissioners have no such power.

II.

While the Commissioners have no power to enforce the laws above mentioned, they are charged with the enforcement of Section 2919 of the General Statutes, as amended in 1909 by Chapter 5895 of the Laws of Florida, and as modified in 1911 by Chapters 6229, 6231 and 6232 of the Laws of Florida.

The section, as amended and modified, provides that "no free or reduced transportation shall be lawful except as specified in this section, and all transportation other than free must be paid for in cash;" and sets up an extended list of exceptions.

The giving or receiving of a free pass is plainly prohibited unless the recipient is embraced in the list of exceptions, but it is equally apparent that in proceeding to punish a violation of this section it will be a good defense if it can be shown that the recipient is lawfully within the excepted classes.

Among the more common examples of persons coming within the excepted classes are the company's "physicians and surgeons" and "its salaried attorney-at-law." Ordinarily the issuance of a pass is lawful if it can be shown that the recipient occupies either of these relations.

The next obvious question, however, is: Can a member of the Legislature or a salaried officer of the State be lawfully included within the excepted classes? Can the issuance of a free pass to a railroad surgeon or an attorney of the company, or a minister of the gospel, who is also a member of the Legislature, or a salaried officer of the State, be justified by the allegation that the recipient is within the excepted classes?

After careful consideration I am of the opinion that it

can not. To permit such defense would be to allow the violation of one statute to be pleaded as a defense against the violation of another.

It is necessary to assume that when the Legislature named certain excepted classes who might accept passes or reduced rates, it was not in the legislative mind to grant that privilege to any one who were by any other law forbidden to avail themselves of it. For example, a circuit judge is not permitted while he occupies his office to practice law. Clearly, then, if it should be alleged of a circuit judge holding a pass that he was attorney for the carrier, the defense would not be available, in view of the fact that he can not occupy the relation of attorney without a direct violation of law. I think that the same reasoning excludes from the excepted classes all employees of the company who may be members of the Legislature or salaried officers of the State, and precludes the Commissioners from accepting as a defense to the charge of issuing a free pass the allegation of such employment in the case of any such member of the Legislature or salaried officer of the State.

If we give to the statute any other construction it will be found in direct conflict with Sec. 31 of Article XVI of the Constitution, above quoted, and in any case of conflict between the Constitution and any act of the Legislature the Constitution must prevail pro tanto.

As to the enforcement of Sec. 2919 of the General Statutes, the courts have the same powers that they may exercise in the enforcement of Sections 3634 and 3635, above cited.

But, in addition to the other methods of enforcement, it is provided that "any common carrier violating this section shall be subject to a penalty to be fixed and imposed by the Railroad Commissioners and enforced as provided in this chapter."

It follows that the Commissioners may impose a penalty upon the carrier guilty of issuing passes. They have no jurisdiction to deal with those who accept them.

To summarize, there are two general provisions of law regulating the issuance of passes. One forbids the issuance of passes to members of the Legislature and salaried officers of the State. With the enforcement of this provision the Railroad Commissioners have nothing to do.

Another provision forbids the issuance of passes to

anyone except in certain enumerated cases. A pass may be issued to or accepted by any one *lawfully embraced* within the enumerated exceptions, but members of the Legislature and salaried officers of the State can not be lawfully embraced within the enumerated exceptions because the Constitution forbids the use of passes by them.

For violation of this latter provision, the Railroad Commissioners are authorized to deal with common carriers. They have no other power to punish the issuance or acceptance of passes.

Respectfully submitted,

F. M. HUDSON,
Counsel.

OPINION.

Upon the Southern Bell Telephone & Telegraph Company's statement of full and part concessions in the State of Florida, dated June 22, 1914.

The Statement in question shows the free service and reduced service rendered by the Company within the State of Florida, and this opinion deals with the validity of such concessions.

A letter from Judge H. E. W. Palmer, General Attorney for the Company, calls my attention to the case of New York Telephone Company vs. Siegel Cooper Company, 202 New York 502 (96 N. E. 109). In this case it was held that certain concessions to cities were lawful, but the decision was distinctly based upon the fact that the concessions were not forbidden by statute. The court held that, in the absence of statute, the concessions were lawful at common law.

The Florida situation is distinctly different. We are not proceeding under the common law, but under a statute which definitely declares that "no Telephone Company or Telegraph Company subject to the provisions of this Act shall directly or indirectly give any free or reduced service, or any free pass or frank for the transmission of messages by either telephone or telegraph between points in this State," except in certain specified cases.

This language is clear and unmistakable. No free or reduced service can lawfully be allowed except to those within specifically enumerated classes. The excepted

classes are designated by the Florida Statute as follows: "Provided, that it shall be lawful in this State to issue, exchange passes and franks and grant free and reduced service and contract for exchange of services by and between common carriers as defined by and provided for in the Act of Congress entitled 'An Act to regulate commerce' and Acts amendatory thereof and supplemental thereto."

Our Act can only be construed then by reference to the Act to regulate commerce. We find in the first section that a common carrier is forbidden to allow free or reduced service,

"Except to its employees and their families, its officers, agents, surgeons, physicians, and attorneys at law; to ministers of religion, traveling secretaries of railroad Young Men's Christian Associations, inmates of hospitals and charitable and eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work, to indigent, destitute and homeless persons, and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers' and Sailors' Homes, including those about to enter and those returning home after discharge; to necessary caretakers of live stock, poultry, milk and fruit; to employees on sleeping cars, express cars and to linemen of telegraph and telephone companies; to Railway Mail Service employees, postoffice inspectors, customs inspectors and immigration inspectors, to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the common carrier is interested, persons injured in wrecks and physicians and nurses attending such persons; Provided, That this provision shall not be construed to prohibit the interchange of passes for the officers, agents, and employees of common carriers, and their families; nor to prohibit any common carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or other calamity."

tous visitation. And provided further, That this provision shall not be construed to prohibit the privilege of passes or franks, or the exchange thereof with each other, for the officers, agents, employees, and their families of such telegraph, telephone and cable lines, and the officers, agents, employees and their families of other common carriers, subject to the provisions of this Act: Provided further, That the term "employees" as used in this paragraph shall include furloughed, pensioned, and superannuated employees, persons who have become disabled or infirm in the service of any such common carrier, and the remains of a person killed in the employment of a carrier and ex-employees traveling for the purpose of entering the service of any such common carrier; and the term "families" as used in this paragraph shall include the families of those persons named in this proviso; also the families of persons killed, and the widows during widowhood, and minor children during minority of persons who died while in the service of any such common carrier."

It is noticeable that many of the foregoing exceptions are not applicable to Telephone and Telegraph Companies. This is due to the fact that the exceptions were as originally enacted applicable to carriers of persons and property. By later amendments they were made applicable also to Telegraph and Telephone Companies. In some cases, as for example, newsboys on trains, the provisions are utterly inapplicable to Telephone Companies. In other instances the application to Telephone Companies cannot be strictly made, but can be made by analogy.

Proceeding to examine the list of concessions submitted in the Company's statement, I note that many of the concessions are to "employees." Presuming that this means employees of the Company, we find that they are specifically included among the foregoing exceptions, and therefore employees may be lawfully allowed free or reduced service.

In other cases, the concession is indicated to be by way of exchange. For example, in case of the Western Union Telegraph Company and Southern Express Com-

pany, exchanges are expressly included within the list of exceptions, and therefore these concessions are lawful.

Among the excepted classes are "persons exclusively engaged in charitable and eleemosynary works." This class clearly embraces such institutions as the Associated Charities and the Salvation Army and probably the other organizations within the same group, to whom concessions have been allowed under the general designation "Charity." The only question on this point would be whether an allowance to the Associated Charities and like organizations could be considered as made to "*persons*." I think, however, that concessions to these organizations are clearly lawful.

In some other cases, it does not appear from the statement whether the concession is lawful or not. For example, on page 2, under the designation "religious," I find the name "E. G. Weed." There is nothing to indicate the capacity in which he is entitled to this concession. From my own knowledge, however, I have no question that the reference is to Bishop Weed, and that the concession is allowed to him as a minister of religion, which is entirely lawful under the statute. I recognize the names of other ministers, who are entitled to the same concession upon the same theory. Taking the entire statement I find under the designation "religious" the names of some persons whom I do not happen to know. They may be ministers, and doubtless are, but the question can only be settled by ascertaining the facts.

A doubt arises in such cases as the Church Club of Jacksonville, to which a concession is allowed under the designation "religious." It could scarcely be contended that an allowance to the Church Club is equivalent to an allowance to a minister of religion or to a Charitable Institution. This is another case, however, where actual ascertainment of the facts is necessary to a determination of the validity of the concession. There are instances of the same kind which will be recognized upon examination, where final conclusions must depend upon the knowledge which the Commissioners have or can secure as to the particular case.

There are other instances where the statement contains no indication whatever that the concession is lawful. For example, throughout the statement are many allowances shown under the designation "Agreement with City." I



FLORIDA EAST COAST RAILWAY PASSENGER DEPOT, NEW SMYRNA, FLA.

understand this to mean that the company has an agreement with the City of Pensacola, incorporated in the company's franchise, by which the city has the right to designate certain persons to receive free service, and that numerous concessions have been granted under this agreement to persons not included in the statutory list of exceptions. There is nothing in the list of exceptions, or elsewhere in the Telephone or Telegraph Act, to justify these concessions, and therefore the case is subject to the full force of the statutory provision, which is that "No telephone or telegraph company * * * shall directly or indirectly give free or reduced service," except to those within the enumerated classes.

The same appears to be true as to those concessions marked "contributions" and "Exchange for membership," where free or reduced service is rendered to Boards of Trade, Fair Associations, etc. However laudable the support of these institutions may be, the statute apparently makes no provision for such cases.

Another class of concessions is shown in the statement under the designation "Municipal." These cases present the most serious difficulty to be found in the consideration of the statement before me. It must be borne in mind that under the Act of 1913, it is lawful in this State to grant free or reduced service, etc., to the extent defined by and provided for in the Federal Act to Regulate Commerce.

The question then is, to what extent does the Act to Regulate Commerce permit free or reduced service *by telephone companies?*

Prior to 1906 the free or reduced service that might be rendered by a carrier, both in the handling of property and the transportation of passengers, was prescribed by Section 22 of the Act to Regulate Commerce, but by the Hepburn Act in 1906 a paragraph was added to Section 1 of the original Act which fully covers the allowance of free or reduced service in the transportation of passengers, and in my opinion repeals the original Section 22 so far as it affects the passenger service, leaving effective only this provision: "That nothing in this Act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat."

Neither of these sections had reference originally to

telephone service, since such service was not affected by the Act as it then stood.

However, by the amendment of June 18, 1910, the original Act was so enlarged as to embrace, for certain purposes, service by telegraph, telephone and cable.

There are many provisions of the Act not applicable to telephone lines, and here arises the question whether those provisions of the Act which govern the allowance of free or reduced service are applicable to telephones.

Looking to these provisions, we find that what is left of Sec. 22, the part not repealed by the Hepburn Law, has reference to "the carriage, storage or handling of *property*," while Section 1 authorizes free or reduced service in connection with the transportation of passengers.

Since the telephone business involves neither the "carriage, storage or handling of property," nor the "transportation of passengers," we are justified in the conclusion that no provision is made by the law for free or reduced service by telephone companies unless it is made by special amendment elsewhere.

On this point I find in that paragraph of Section 1, which relates to free or reduced service, this provision:

"And provided further, That this provision shall not be construed to prohibit the privilege of passes or franks or the exchange thereof with each other, for the officers, agents, employees and their families, of such telegraph, telephone and cable lines."

Allowing this provision the most liberal scope possible, I have assumed that it was designed to so enlarge Section 1 as to allow free or reduced service by telephone companies in the cases enumerated in the list of exceptions in that section which is quoted above.

Since there is an express provision for the purpose of extending Section 1 to embrace free service by telephone companies, and no such provision affects Section 22, I conclude by like reasoning that the privileges of free or reduced service granted by Section 22 apply only to carriers of passengers and property, and do not extend to telephone service.

If this last conclusion is correct, the concessions designated "municipal" are not authorized.

I must admit, however, that the statutory provisions on this point are obscure, and my construction will possibly be questioned. The obscurity is to be found in the Act to

Regulate Commerce, and our only escape from it is for the Legislature to so change our statute as to make the necessary provisions independent of the Act to Regulate Commerce.

What has been said with reference to concessions to municipalities is true as to allowances to counties.

A close scrutiny of the individual concessions shown on the list will probably reveal other cases where the foregoing rules are applicable. Taking the general rule, that no concession is allowable unless the beneficiary is embraced in the list of exceptions above set forth, the application of the rule to individual cases is mainly a question of fact rather than of legal opinion.

Respectfully submitted,

(Signed) F. M. HUDSON,
Counsel.

SUPPLEMENTAL OPINION.

Can a Telephone Company Lawfully Grant Free Service to One Orphanage and Only a Fifty Per Cent Reduction to Another?

Such action on the part of a telephone company appears to come within prohibited discriminations. The company is under no obligation to grant free or reduced service to charitable organizations, but having made such concessions to one organization it should not exclude another in like situation.

It has been said by a Federal Court that the railroads can not grant concessions to ministers of one denomination and refuse to grant like concessions to those of another. This language was used as a dictum, but the reasoning is good.

See — U. S. vs. C. & M. V. R. Co., 127 Fed. 785 (790)

Respectfully submitted,

(Signed) F. M. HUDSON,
Counsel.

September 11, 1914.

SUPPLEMENTAL OPINION.

Is It Lawful for a Telephone Company to Grant Free or Reduced Service in Pursuance of a Franchise Contract?

Since my opinion, dated July 9, 1914, upon the Southern Bell Telephone & Telegraph Company's statement of full and part concessions, the question has been raised by several telephone companies as to the validity of their action in granting free or reduced service to municipalities where the company's franchise as originally granted by a municipality contains a requirement of such free or reduced service to the municipality.

In my opinion this question is answered by the United States Supreme Court in the Mottley case. In that case the Louisville & Nashville Railroad Company in 1871 entered into an agreement to furnish Mottley and his wife annual passes so long as either of them should live. This agreement was entered into by the railroad company in consideration of a release by Mottley and wife of their claim for damages for serious personal injuries received by them in a collision caused, as they alleged, by the gross carelessness and negligence of the agents and servants of the railroad company. The railroad company complied with its agreement by the issuance of annual passes every year from 1871 until after 1906, when they declined to continue the issuance of such passes, alleging that such action would be in violation of the Federal Act of 1906.

The Supreme Court of the United States sustained the contentions of the railroad company. The court used the following language:

"We forbear any further citation of authorities. They are numerous and are all one way. They support the view that, as the contract in question would have been illegal if made after the passage of the commerce act, it cannot now be enforced against the railroad company, even though valid when made. If that principle be not sound, the result would be that individuals and corporations could, by contracts between themselves, in anticipation of legislation, render of no avail the exercise by Congress, to the full extent authorized by the Constitution, of its power to regulate commerce. No power of Congress can be thus restricted. The mischiefs that would result

from a different interpretation of the Constitution will be readily perceived.

"In our opinion, the relief asked by the plaintiffs must, upon principle and authority, be denied; that the railroad company rightly refused, after the passage of the commerce act, further to comply with the agreement of 1871, and that the decree requiring performance of its provisions by issuing annual passes was erroneous.

"Whether, without enforcing the contract in suit, the defendants may, by some form of proceeding against the railroad company, recover or restore the rights they had when the railroad collision occurred, is a question not before us, and we express no opinion on it."

L. & N. R. R. Co. vs. Mottley, 219 U. S. 467.

Here the Supreme Court denies the right to issue passes forbidden by a legislative act, even though such passes are provided for by a solemn contract based upon a valuable consideration. What is said by the court in reference to that contract is, so far as I am able to discern, fully applicable to a franchise contract, and I must conclude that the allowance of free or reduced service, which is forbidden by the act of the Legislature, can not be validated by a pre-existing franchise contract.

In the Mottley case the contention was made that the agreement between Mottley and the railroad company constituted a contract which was inviolable, and manifestly there is much to be said in behalf of that contention. The arguments advanced by the court in overruling that contention would, in my opinion, logically lead to overruling many opinions of the Supreme Court if strict consistency had to be observed. But I can only accept the law as it is laid down by the court, and to my mind it is clearly against the allowance of free or reduced service based upon franchise contracts.

Respectfully submitted,

F. M. HUDSON,
Counsel.

**SALARIES AND EXPENSES OF THE RAILROAD
COMMISSION OF FLORIDA FOR THE YEAR
ENDING DECEMBER 31, 1914.**

Salaries—

Three Commissioners.....	\$10,800.00
Secretary	1,500.00
Special Counsel.....	4,157.60
Inspecting Engineer.....	2,100.00
Rate Expert.....	2,000.00
Law Clerk and Stenographer.....	1,375.00
Stenographer	982.99
Janitor	360.00

Traveling Expenses—

Three Commissioners.....	1,599.49
Inspecting Engineer.....	356.05
Special Counsel and Law Clerk.....	303.08
Rate Expert.....	233.86
L. C. Massey (attorney retained in F. E. C. Ry. Pass. Rate Case, and others).....	117.80
Legal Expenses—Court Costs, Court Testimony, Witnesses, etc.....	271.58
Stationery and Office Supplies.....	280.38
Postage	529.39
Printing Annual Report, Classification No. 4, etc.	1,615.75
Freight, Drayage and Express.....	26.18
Telegraph	177.71
Telephone	35.60
Furniture and Office Fixtures.....	486.69
Law Books and Periodicals.....	117.25
Ice and Water.....	27.25
Expense of Moving.....	18.00
Reporting Testimony in Long and Short Haul Hearings	401.67
In the Matter of Construction of New Union Passenger Depot at Jacksonville—	
J. W. Bushnell, Services and Expenses	\$ 492.61
Blue Prints and Maps.....	36.47
J. F. Jurgensen, Eng. of Minne. Com., Traveling Expenses to Jacksonville	167.44

Reporting Testimony at Hearing	171.60	868.12
<i>Paid Mutual Audit Company—</i>		
Audit of A. C. L. R. R.....\$	57.50	
L. & N. R. R.....	418.55	
F. E. C. Ry.....	755.60	
G. S. & F. Ry. and St.		
J. R. T. Co.....	3,253.73	4,485.38
(Paid out of Special Audit Appropriation).		
Total	\$35,226.82	

Respectfully submitted,

R. HUDSON BURR, Chairman.

NEWTON A. BLITCH,

ROYAL C. DUNN,

Commissioners.

J. WILL YON,
Secretary.

REPORT OF F. M. HUDSON, COUNSEL.

Tallahassee, Fla., March 1, 1915.

Hon. R. Hudson Burr,
Hon. Newton A. Blitch,
Hon. Royal C. Dunn,
Railroad Commissioners.

Sirs:

I submit the following as my report covering the period since my last report, March 1, 1914, found on pages 19 to 24 of your Seventeenth Annual Report:

I.

Between the 1st day of March, 1914, and the 31st day of December, 1914, the following proceedings were instituted and disposed of:

1. State of Florida vs. Seaboard Air Line Railway.

This suit was instituted in Circuit Court for Orange County to recover a penalty. After suit was begun the Seaboard paid the amount of the penalty, and suit was dismissed.

II.

The following cases, which were pending at the date of my last report, were disposed of prior to the 31st day of December, 1914:

1. State *ex rel.* vs. Seaboard Air Line Railway and Atlantic Coast Line Railroad.

This proceeding was to enforce an order of the Commissioners requiring the construction of a Union Station at Bartow. The peremptory writ was ordered by the Supreme Court and the two carriers have complied with the order of the Commissioners.

2. State vs. Live Oak, Perry & Gulf Railroad Company.

This suit was instituted in the County Judge's Court of Suwannee County for the collection of a penalty imposed for the violation of the statute forbidding free passes. The County Judge sustained a demurrer to the declaration and the writ of error was taken to the Circuit Court. The question here involved is one of the utmost importance to the Commissioners, inasmuch as the demurrer was sustained on the theory that the State is not the proper plaintiff in suits to enforce penalties.

The same question is involved in the case of State vs. Florida Railway Company, pending in the Circuit Court of Suwannee County.

3. Florida East Coast Railway Company vs. The United States and Florida Railroad Commissioners as intervenors.

At the time of the last report this case was pending in the Supreme Court of the United States. Since that time the court has reversed the judgment of the Commerce Court on the ground that the Interstate Commerce Commission acted without sufficient evidence. This leaves the merits of the question unsettled, and the Railroad Commissioners are at liberty to institute a new proceeding before the Interstate Commerce Commission. The matter is now receiving the consideration of your present Counsel as well as yourselves.

4. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in Supreme Court to enforce an order requiring station facilities at Cocoa.

This case was settled, the carrier constructing the improvements which were accepted by the Commissioners as a satisfaction of their order and suit was dismissed.

III.

The following proceedings were instituted between March 1, 1914, and December 31, 1914, and are now pending:

1. State of Florida vs. Florida Railway Company.
Suit to recover penalty.

IV.

The following cases, which were pending at the time of my last report, were argued on final hearing and submitted in the Supreme Court February 25th and 26th, 1915:

1. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus to enforce the observance of Rule 15.

2. State *ex rel.* Railroad Commissioners vs. Florida East Coast Railway Company.

Mandamus in the Supreme Court to enforce the observance of Rule 19.

Decisions will doubtless be handed down in these two cases within the next week or two.

V.

The following cases are still pending nominally but are practically disposed of:

1. Southern Express Company vs. Railroad Commissioners.

Suit for injunction pending in the District Court of the United States for the Northern District of Florida. The application for temporary injunction was denied when this suit was filed and the complainants have taken no further steps. It is not advisable for the Commissioners to take any steps in the matter, except at the proper time to move for dismissal.

2. Atlantic Coast Line Railroad Company against Railroad Commissioners.

3. Seaboard Air Line Railway Company vs. Railroad Commissioners.

4. Georgia Southern & Florida Railway Company vs. Railroad Commissioners.

The three cases last mentioned were filed many years ago to restrain the enforcement by the Commissioners

of their Order No. 72 fixing Class P rates, and the injunction was granted in each case by Judge Swayne.

During the year ending February 28, 1914, a modification of the injunction was secured in each case so as to allow the Commissioners to fix new rates, such as they might find justified by changed conditions, and the Commissioners have entered an order putting into effect new Class P rates, which are being observed by all three carriers. These cases are, therefore, in practically the same condition as the Southern Express Company case referred to above.

5. Louisville & Nashville Railroad Company vs. Railroad Commissioners.

This suit is similar to the three last named and the outcome is similar, except that the modification of the injunction was not secured until after my last report. Since such modification was secured the Commissioners have put into effect as to the L. & N. Railroad the same Class P rates already adopted for the other three carriers named, and that schedule is being observed by the L. & N. Railroad Company.

VI.

The following cases were pending on December 31, 1914, when I was succeeded by Hon. Don C. McMullen as your Counsel. They will doubtless be embraced in his report:

1. State *ex rel.* Florida Commissioners vs. Florida East Coast Railway Company.

Mandamus in Supreme Court to enforce the strict observance of three-cent passenger rates.

(This is the case which Mr. Massey is to argue this month.)

2. In the case of Crawford vs. Ocala Northern Railroad Company, pending in the District Court of the United States for the Southern District of Florida, a petition is pending in your behalf to compel the receiver of the Ocala Northern Railroad Company to comply with your Rule 19.

3. State vs. Seaboard Air Line Railway. In Orange County.

This is a suit for the collection of a penalty imposed for a violation of Section 2907 of the General Statutes. This

was one of the suits filed by Mr. Massey and still being conducted by him. The court sustained a demurrer to the declaration but the matter was carried to the Supreme Court and the judgment of the lower court reversed. The case is now ready for trial.

4. State vs. Florida East Coast Railway Company. In Orange County.

5. State vs. Seaboard Air Line Railway. In Columbia County.

6. State vs. Atlantic Coast Line Railroad Company. In Columbia County.

7. State vs. Georgia Southern & Florida Railway Company. In Columbia County.

These four cases are for the collection of penalties for the violation of Section 2907 of the General Statutes.

8. State vs. Atlantic Coast Line Railroad Company. In Orange County.

To collect penalties for violations of Rule 3.

9. State vs. Seaboard Air Line Railway. In Jefferson County.

Suit for penalty for violation of Rule 17.

10. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Tampa Northern Railroad Company.

Respectfully submitted,

F. M. HUDSON,
Counsel.

REPORT OF DON C. McMULLEN AS SPECIAL COUNSEL.

Tallahassee, Fla., March 1, 1915.

Hon. R. Hudson Burr,

Hon. Newton A. Blich,

Hon. Royal C. Dunn,

Railroad Commissioners.

Sirs:

I submit the following as my report since the first day of January, 1915, the date upon which I assumed the duties as your Special Counsel.

Penalty Cases.

1. State vs. East Florida Telephone Company.

This suit has just been instituted in the Circuit Court

for Alachua County, to recover a penalty imposed by the Railroad Commissioners upon the East Florida Telephone Company for making double charge for the use of a telephone, in violation of Chapter 6525, Laws of Florida, providing for the regulation of telegraph and telephone companies.

2. State vs. Florida Railway Company.

This suit was instituted by my predecessor, in the Circuit Court for Suwannee County, to recover a penalty imposed by the Railroad Commissioners upon the Florida Railway Company for violation of Rule 15 of rules "Governing the Transportation of Freight," in that said railway company refused to switch a car tendered by a connecting carrier. Upon demurrer to the declaration the honorable Circuit Judge held that the suit was erroneously brought by the State of Florida as plaintiff, the names of the Railroad Commissioners not being given. As the proper plaintiff in penalty suits is an important matter I have taken writ of error to the Supreme Court to have the question finally determined by this tribunal.

3. State vs. Live Oak, Perry & Gulf Railroad Company.

This suit was instituted by my predecessor in the County Judge's Court for Suwannee County. The County Judge sustained a demurrer to the declaration, and upon writ of error taken to the Circuit Court, the Judge sustained the ruling of the County Judge, holding that the suit was erroneously brought by the State of Florida. I have filed a petition for rehearing to hold this case open until the Supreme Court shall decide the case of the State of Florida vs. Florida Railway Company, the questions in both cases being the proper name of the plaintiff.

4. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Tampa Northern.

I have arranged to argue the demurrer and motion to strike defendants' pleas about the 9th day of March, 1915.

Mandamus Cases.

1. State vs. Louisville & Nashville Railroad Company.

This case was instituted to require the L. & N. Railroad Company to deliver cars to industries on its side tracks in Pensacola, for shipment to and from points on the line of a competing carrier. The suit involves the validity and

application of Freight Rules 3, 15 and 17. The Supreme Court upheld the validity of these rules, but denied the relief in this particular case.

2. State vs. Florida East Coast Railway Company.

This was a mandamus proceeding brought to compel the respondent to establish an agency at Mims. Mr. Hudson had filed a demurrer to the return of the Railroad Company, also a motion to strike the return. I have argued there. The Supreme Court, two justices dissenting, overruled the demurrer and denied the motion. I shall join issue on the allegations of the return, and go to trial on the facts at once.

3. State vs. Florida East Coast Railway Company.

Case involving the enforcement of Rule 15. Argued by Mr. Hudson on February 25, 1915.

4. State vs. Florida East Coast Railway Company.

Case involving the enforcement of Rule 19. Argued by Mr. Hudson on February 26, 1915.

5. State vs. Florida East Coast Railway Company.

Case involving the enforcement of 3-cent fare. Set for argument by Mr. Massey on March 16, 1915.

Respectfully submitted,

D. C. McMULLEN,
Counsel.

REPORT OF INSPECTING ENGINEER.

Tallahassee, Fla., February 28, 1915.

Hon. R. Hudson Burr,
Hon. Newton A. Blich,
Hon. Royal C. Dunn,
Railroad Commissioners.

Gentlemen:

I submit herewith my report for the year ending February 28, 1915:

In addition to the work of inspecting railroads during the year I have devoted considerable time to investigations of plans and the general layout of tracks and buildings of the Jacksonville Terminal Company, for the purpose of furnishing the Commission with information in regard to the location of the proposed Union Station at Jacksonville.

I have attached hereto statistics compiled from the annual reports of the railroads operating within the State.

The Atlantic Coast Line, the Seaboard Air Line and the Louisville & Nashville Railroad Company do not furnish the information required in Annual reports on page 33-A, "Expenditures for additions and betterments during the year, for the State of Florida."

In view of the fact that the Commission will be furnished with the valuation of railroads, by State lines, when this work is completed by the Interstate Commerce Commission, it is very necessary that this information should be given in detail, in order to keep up with and preserve a record of the valuation of all railroads operating within the State.

For the year ending June 30, 1914, there were 179.03 miles of new lines constructed within the State; since June 30th some lines in course of construction were completed.

The Tampa & Gulf Coast Railroad Company completed the construction of their line to St. Petersburg since June 30, 1914, and began operating trains the latter part of the year. This road is constructed with new 75-pound rail, angle bar fastenings.

The East & West Coast Railway Company, now constructing from Manatee to Arcadia, will complete their road to Arcadia within the next thirty days. They were to begin operating trains for the first thirty miles during this month. The road is constructed with 60-pound relaying rails.

The Atlantic Coast Line Railroad Company completed during the year the construction of 82.61 miles of new lines. The connecting line from Archer to Morriston and line from Dunnellon to Wilcox were completed.

Extensive improvements to roadway and track were made on the line from St. Petersburg to Trilby. Rail renewals were completed with new 85-pound rail, releasing 60 and 70-pound relaying rail; approximately 8½ miles of track was ballasted with rock between Dunedin and Tarpon Springs; tie renewals were made with creosoted ties and tie plates, and roadbed put in excellent condition.

On line from Sanford to Jacksonville rail renewals were discontinued.

The Seaboard Air Line Railway Company, during the year ending June 30, 1914, completed the construction of 15.57 miles of new line; since June 30th they have com

pleted the Lake Wailes extension to Baynard, distant 23 miles from Bartow.

Improvements to track were made by rail renewals from Baldwin to Maxville with new 85-pound rail, releasing 70-pound relaying rail. Their track is now laid with new 85-pound rail from Baldwin to Highland, and same rail distributed on the roadbed to Starke.

Rail renewals were also completed from Manatee to Sarasota with relaying 80-pound rail, Weber joint fastenings, releasing 60-pound relaying rail.

No rail renewals were made on line from Jacksonville to River Junction. On this line, renewals were discontinued from Braswell to Aucilla, and no renewals have been made between Tallahassee and River Junction.

The Florida East Coast Railway Company, for the year ending June 30, 1914, invested \$2,843,466.60 in new lines and extensions. This includes work on the Key West extension and the new line to Okeechobee that has been completed since June 30th.

Their expenditures for additions and betterments amounted to \$1,229,400.12; a very large percentage of this amount was for equipment. Of the amount charged to roadway and track \$35,204.55 was for ballasting track with rock. They now have their track from Key West to a point very near Titusville ballasted with rock, with the exception of a small percentage of the distance. From Jacksonville to St. Augustine their track is also ballasted with rock. They are continuing this improvement to road, and will increase the mileage of rock ballasted track during the next year.

The Louisville & Nashville Railroad Company made improvements to roadway and track during the year.

In rail renewals with new 80-pound rail of 7.31 miles, and in veneering 30 miles of dusty track with cinders.

Improvements to trestles were made in rebuilding 667 lineal feet of trestles with all creosoted material for ballasted deck.

The Charlotte Harbor & Northern Railway Company, for the year ending June 30, 1914, invested \$268,077.07 in additions and betterments.

Expenditures for improvements pertaining to roadway and track amounted to \$51,543.00.

The long trestle across the Miakka River was rebuilt with all creosoted material. Renewals of cross ties,

wharves and trestles are being made with creosoted material.

In my statement of improvements to road I have given only those improvements that pertain to track.

Since my last report no changes of importance have been made on other roads operating within the State.

In the work of maintenance of roadway and track there has been practically no change in the general condition as maintained by the different classes of roads, except where improvements to track have been made, but there has been an increase in the mileage of track that shows a very great improvement in surface and alignment. This is due, and made possible, by rail renewals with increased weight of rail, and to tie renewals with creosoted and cypress ties with tie plates, tie plates being used with these ties on tangents, that were heretofore used only on curves.

On some small roads track forces were reduced the latter part of the year, on account of the falling off in operating revenues, but this has not effected materially the condition of these roads thus far.

Very respectfully,

FRANK P. DAMON,
Engineer.



FLORIDA EAST COAST RAILWAY PASSENGER DEPOT, MIAMI, FLA



ORDERS.

ORDER NO. 437.
FILE NO. 3619.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED AMENDMENT
OF RULE 3 OF THE RULES GOVERNING THE
TRANSPORTATION OF FREIGHT.

Pursuant to Notice No. 19, issued on the 8th day of November, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 21st day of November, 1913. And then and there appeared Mr. Fred T. Myers, of Tallahassee, on behalf of the Cypress Lumber Company, a complainant in the said matter. It appearing that all common carriers doing an intrastate business in the State of Florida were notified of the said hearing, and that the St. Petersburg Transportation Company had filed its written objection to being included in the enforcement of Amended Rule 3, as proposed, and that no other carriers appeared or objected to the proposed amendment of said Rule 3, and the Commissioners having heard all who desired to be heard, the said matter was taken under advisement.

And, now, on this day, the said matter coming on for final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that Rule 3 of the Rules Governing the Transportation of Freight, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida, be and the same is hereby amended so as to read as follows:

**"NO COMMON CARRIER SHALL REFUSE TO ACT
AS SUCH.**

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation,

and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. The term common carrier is used in this rule in the sense defined in the statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners."

And it is further ordered that the said Rule, as amended, shall become effective on and after the 20th day of April, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 20th day of March, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 438.
FILE NO. 1929.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT UMATILLA, FLORIDA.

Pursuant to Notice No. 32, dated the 20th day of February, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida at the Board of Trade Rooms in the Town of Umatilla, on the 27th day of February, 1914, and then and there appeared the Atlantic Coast Line Railroad Company, by J. N. Brand, General Superintendent; and then and there also appeared W. M. Igou, Geo. V. DeVault, C. G. Megargee, R. L. Collins and C. Z. Osborn, as a committee representing the citizens of the Town of Umatilla. And after hearing all who desired to be heard, the Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the said Railroad Commissioners, being fully advised in the premises, do find:

That Umatilla is an important station on one of the

lines of railroad of the Atlantic Coast Line Railroad Company in this State;

That the present depot facilities at the said station are inadequate and unsuitable for the proper accommodation and handling of passengers and freight;

That the Atlantic Coast Line Railroad Company ought to be required to erect a station building at Umatilla aforesaid with the facilities and of the dimensions hereinafter set forth;

That the location hereinafter described is a suitable and proper location for the said proposed station building.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the Atlantic Coast Line Railroad Company be and it is hereby required to provide and erect at Umatilla aforesaid a station building which shall contain a waiting room for white passengers with not less than 480 square feet of floor space; a waiting room for colored passengers with not less than 288 square feet of floor space, and a ware room for freight with not less than 1560 square feet of floor space, and a covered platform at the end of the said station building and adjacent to the freight ware room with not less than 780 square feet of floor space.

And it is further ordered that a platform or walk of durable and serviceable material shall be provided alongside the track to extend from Ocala Street north for a distance sufficient for the entraining and detraining of passengers, and to be of sufficient width to meet the needs of the traveling public.

And it is further ordered that suitable approaches to the said station building shall be provided, and that provision shall be made for adequately lighting the said waiting rooms, platforms and approaches.

And it is further ordered that the said station shall be provided with suitable closets, one for each sex for white passengers, and one for each sex for colored passengers.

And it is further ordered that the said station building shall be located at the intersection of the Atlantic Coast Line Railroad and Ocala Street, adjacent to the said railroad and east thereof, and adjacent to said Ocala Street and north thereof.

And it is further ordered that plans of the said station building and facilities shall be submitted to the Railroad Commissioners on or before the 1st day of June, 1914, and that the said work shall be prosecuted with all due

diligence, and this order be fully complied with on or before the 1st day of September, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this 1st day of May, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 439.
FILE NO. 3508.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATIONS OF THE GULF,
FLORIDA & ALABAMA RAILWAY AND THE
LOUISVILLE & NASHVILLE RAILROAD COMPA-
NY, TO PERMIT THE CLOSING OF THEIR
FREIGHT STATIONS AT PENSACOLA AT 1
O'CLOCK P. M. ON SATURDAYS, DURING THE
MONTHS FROM JUNE 1, 1914, TO OCTOBER 1, 1914.

Applications having been made to us by the Gulf, Florida & Alabama Railway and the Louisville & Nashville Railroad Company to suspend the operation of Rule No. 26 of our "Rules Governing the Transportation of Freight" so as to permit the employes of the said railway companies in their freight stations at Pensacola, Fla., to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the railway companies aforesaid to close their freight stations at the City of Pensacola at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1914, for the purpose of giving the said employes a half holiday in each week during the said months.

This Order shall take effect June 1, 1914.

Ordered in open session of our Board at the City of Tallahassee, this 2d day of May, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 440.

FILES NO. 3484 AND NO. 3530.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PETITIONS FOR CHANGE OF
SCHEDULES OF TRAINS NO. 14, NO. 15, NO. 114,
OF SEABOARD AIR LINE RAILWAY.

Pursuant to Notice No. 44, dated the 17th day of April, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 28th day of April, 1914, at 10 o'clock in the morning; and then and there appeared Mr. J. A. Williams, as attorney for the Petitioners, while in opposition to the petition, appeared Mr. W. H. Ellis, as attorney, Mr. W. A. McRae, Commissioner of Agriculture, and Mr. T. R. Hodges, Shell Fish Commissioner; and the Seaboard Air Line Railway appeared by Mr. T. W. Parsons, Superintendent, and Mr. G. Z. Phillips, Assistant General Passenger Agent, all of whom were fully heard and thereupon the said matter was taken under advisement.

And, now, on this day, the Railroad Commissioners of the State of Florida, having fully considered the said matter and being advised in the premises, do find:

That the Seaboard Air Line Railway has heretofore operated its Passenger Train No. 14 from Cedar Key to Jacksonville, and its Passenger Train No. 15 from Jacksonville to Cedar Key and that the schedule time of both of the said trains has been and is five hours and ten minutes between the said points, and that the said Seaboard Air Line Railway has, heretofore, operated and now operates its train No. 114, from Inverness to Archer, where it connects with the aforesaid train No. 14, and its train No. 115 from Archer, where it connects with the said train No. 15, to Inverness, and they do further find:

That the present schedules upon which the said trains are operated are not convenient or satisfactory to the traveling public, and that said schedules ought to be changed for the convenience of the traveling public, and that the schedules hereinafter named are most appropriate and convenient.

Wherefore, it is considered, ordered and adjudged by

the Railroad Commissioners of the State of Florida, that the said Seaboard Air Line Railway shall fix the schedules of the aforesaid trains, so that the following time of arrival and departure may be observed, to-wit:

That the said Train No. 14 shall leave Cedar Key at 6 o'clock A. M. and arrive at Jacksonville at 11:10 A. M.

That the said Train No. 15 shall leave Jacksonville at 3:20 P. M. and arrive at Cedar Key at 8:30 P. M.

That the said train No. 114 shall leave Inverness at 5:10 A. M. and arrive at Archer in time to connect with the said Train No. 14.

That the said Train No. 115 shall leave Archer, after the arrival of said Train No. 15, and in time to arrive at Inverness at 9:15 P. M.

And it is further ordered that this Order shall take effect on the 10th day of May, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the City of Tallahassee, the Capital, this the 5th day of May, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 441.
FILE NO. 3554.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF PHYSICAL CONNECTION AT
PALATKA.**

By the terms of notice dated the 23d day of October, 1913, and addressed to the Georgia Southern & Florida Railway Company, Florida East Coast Railway Company, Atlantic Coast Line Railroad Company and the Ocala Northern Railroad Company, this matter was set for hearing on the 21st day of November, 1913, and thereafter the said hearing was postponed to the 28th day of November, 1913; and thereafter pending negotiations for adjustment of the said matter, the said hearing was further postponed to a date to be fixed.

And, now, on this day, it being made to appear that the several carriers concerned have so amended their tariffs as to eliminate charges for switching, of loaded and

empty cars passing from one of said lines to another at Palatka for points beyond, and it appearing that there is no occasion for further action by the said Commissioners at this time, it is ordered that this proceeding be and it is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office at Tallahassee, the Capital, this 5th day of May, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 442.
FILE NO. 3024.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF SCHEDULES OF PASSENGER
TRAINS BETWEEN JACKSONVILLE AND PABLO
BEACH.

This matter came on for consideration in pursuance to Notice No. 18, dated the 5th day of November, 1913, and it was made to appear that schedules of its Passenger Trains had been proposed by the Florida East Coast Railway Company, which was satisfactory to the petitioners, and upon suggestion of the said petitioners this proceeding is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, at their office at Tallahassee, the Capital, this 5th day of May, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 443.
FILE NO. 3247.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT
BETTS, FLORIDA.

Pursuant to Notice No. 35, dated the 12th of March, 1914, this matter came on for consideration before

the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 1st day of April, 1914, and then and there appeared the Atlanta & St. Andrews Bay Railway Company, by A. A. Holmes, Assistant to the President, and Mr. J. B. Campbell, Attorney for the Petitioners in the said matter, and W. G. Helms and W. M. Melvin, in their own behalf. And after hearing all who desired to be heard the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the said Railroad Commissioners, being fully advised in the premises, do find that Betts, Florida, is and has been for more than six months last past a non-agency station on the line of the Atlanta & St. Andrews Bay Railway Company; that the facilities at Betts aforesaid are inadequate for the accommodation of freight and passengers, and that the said Atlanta & St. Andrews Bay Railway Company ought to be required to erect a depot building suitable for passengers and freight and to establish and maintain an agency at the said station.

It is therefore considered, ordered and adjudged that the Atlanta & St. Andrew Bay Railway Company be and it is hereby required to erect at Betts aforesaid a depot building to contain a waiting room for white passengers with at least 124 square feet of floor space, a waiting room for colored passengers to contain at least 124 square feet of floor space, and a ware room for freight to contain at least 480 square feet of floor space.

And it is further ordered that the said depot building shall be provided with a covered platform extending on three sides of the said freight ware room to contain at least 850 square feet of floor space.

And it is further ordered that the said Atlanta & St. Andrews Bay Railway Company establish and maintain an agency at Betts aforesaid from and after the 15th day of June, 1914.

And it is further ordered that the work herein required to be done shall be prosecuted with all due diligence, and that this order shall be fully complied with on or before the 15th day of June, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 5th day of May, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 444.
FILE NO. 3380-A.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE VIOLATION BY THE
FLORIDA EAST COAST RAILWAY COMPANY OF
RULE 24 OF THE RULES GOVERNING THE
TRANSPORTATION OF FREIGHT.

Pursuant to Notice No. 37, dated the 17th of March, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida at the Court House in the City of Miami, Florida, on the 7th day of April, 1914, and then and there appeared Mr. M. Riddle, General Manager of the Florida East Coast Railway Company, and Mr. F. W. Kirtland, Freight Traffic Manager of the said Company. And the said Florida East Coast Railway Company, by its General Manager aforesaid, having filed its sworn answer in the said matter, and the Commissioners having heard all who desired to be heard in the premises, the matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the said Railroad Commissioners, being fully advised in the premises, do find that the Railroad Commissioners of the State of Florida have heretofore adopted and promulgated Rule 24 of the Rules Governing the Transportation of Freight, which is now and has been for more than a year last past in full force and effect, and that the said Rule 24 is as follows, to-wit:

"24. Each and every depot or station agency on the line of road now maintained, conducted or used in Florida by any railroad or express company in this State for the transportation of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

"Provided, however, that this rule shall have no appli-

cation to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

"Provided, further, that whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

"Provided, further, that it shall be the duty of the railroad and express companies operating in the State of Florida to file, in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future."

And the said Commissioners do further find that the said Florida East Coast Railway Company did on, to-wit, the 1st day of April, 1913, close, remove, suspend and abolish the flag station theretofore maintained at Peters, Florida, a flag station on its line of railroad, without authority granted by the Railroad Commissioners of the State of Florida, and without written application for such authority.

It is, therefore, considered, ordered and adjudged by the said Railroad Commissioners that the said Florida East Coast Railway Company has been guilty as charged of violating Rule 24 of the Rules Governing the Transportation of Freight, and has thereby incurred a penalty which is hereby fixed and imposed in the sum of Two Hundred and Fifty (\$250.00) Dollars, which the said Florida East Coast Railway Company is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 13th day of May, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 445.
FILE NO. 3493.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION TO PERMIT
THE FREIGHT STATIONS TO BE CLOSED AT 1
O'CLOCK P. M. ON SATURDAYS, DURING THE
MONTHS FROM JUNE 1, 1914, TO OCTOBER 1, 1914.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway and Tampa & Gulf Coast Railroad Company to suspend the operation of Rule No. 26, of our "Rules Governing the Transportation of Freight," so far as to permit the employees of the said Railroad Companies in their several freight stations in Tampa to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid be and the same is hereby suspended so far only as to permit the Railroad Companies aforesaid to close their freight stations at the City of Tampa at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1914, for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect June 1, 1914.

Ordered in open session of our Board, at the City of Tallahassee, this 13th day of May, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 446.
FILE NO. 3652.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT AS-
TATULA.

Pursuant to Notice No. 36, dated the 12th day of March, 1914, this matter came on for consideration be-

fore the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on April 1, 1914, and then and there appeared Mr. C. A. Carpenter, General Manager of the Tavares & Gulf Railroad Company, on behalf of the said company. And after hearing the statement of Mr. Carpenter on behalf of his company, the Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that Astatula, Florida, is an important station on the line of the Tavares & Gulf Railroad Company, and that the existing station facilities at Astatula are inadequate and unsuitable for the proper accommodation of passengers and freight.

Wherefore, it is considered, ordered and adjudged that the Tavares & Gulf Railroad Company be and it is hereby required to provide and erect at Astatula aforesaid a freight and passenger depot building which shall contain a waiting room for white passengers with at least 140 square feet of floor space, a waiting room for colored passengers with at least 100 square feet of floor space, and a ware room for freight with at least 480 square feet of floor space.

And it is further ordered that the said station shall be provided with suitable approaches and that the said building and approaches shall be lighted sufficiently for the safety and convenience of passengers.

And it is further ordered that the said station shall be provided with suitable closets, one for each sex for the use of white passengers, and one for each sex for the use of colored passengers.

And it is further ordered that the said work be prosecuted with all due diligence and this order fully complied with on or before the 1st day of November, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 15th day of May, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 447.
FILE NO. 3581.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT LEE,
FLORIDA.

By Notice No. 45, dated April 25, 1914, this matter was set for hearing on the 12th day of May, 1914, at 10 o'clock in the morning, but upon request of the Seaboard Air Line Railway, by H. W. Purvis, Superintendent, the hearing of the said matter was postponed to the 21st day of May, 1914; but on the 14th day of May, 1914, at 10 o'clock in the morning, the said Seaboard Air Line Railway appeared before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, by H. W. Purvis, Superintendent, L. S. Peck, Train Master, and W. J. Oven, Division Counsel, and moved the Commissioners then and there to proceed with the hearing in this matter. And, thereupon, the said Commissioners took up and considered the said matter and heard all parties who desired to be heard. And, thereupon, the said Seaboard Air Line Railway, by its said representative, signified its readiness to provide at Lee, a station on its line of railroad within the State of Florida, greater and better facilities, and the said matter was thereupon taken under advisement.

And, now, on this day, the said Seaboard Air Line Railway having filed a blue-print plan of the new depot and facilities which it is ready to build and propose to build at Lee aforesaid, and the said Commissioners having examined the same and found the proposed improvements sufficient and satisfactory, it is, therefore, ordered by the Railroad Commissioners of the State of Florida that the Seaboard Air Line Railway shall provide greater and better station facilities at Lee aforesaid in substantial compliance with the plans submitted, proposed and filed by H. W. Purvis, Superintendent, on the 19th day of May, 1914.

And it is further ordered that the said improvements shall be completed by the 15th day of August, 1914.

Done and ordered by the Railroad Commissioners of the

State of Florida, in session at their office in the City of Tallahassee, the Capital, this 20th day of May, 1914.

N. A. BLITCH, Acting Chairman.

ORDER NO. 448.

FILE NO. 3027.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PER-
MIT THE FREIGHT STATIONS AT JACKSON-
VILLE TO BE CLOSED AT 12 O'CLOCK NOON, ON
SATURDAYS, DURING THE MONTHS FROM
JUNE 1, 1914, TO OCTOBER 1, 1914.

Application having been made to us by the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Florida East Coast Railway Company, the Georgia Southern and Florida Railway Company and the Southern Railway Company to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so far as to permit the employees of the said Railroad Companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays, during certain months hereinafter named, and it appearing to us that the same ought to be granted;

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26, aforesaid, be and the same is hereby suspended so far only as to permit the Railroad Companies aforesaid to close their freight stations at the City of Jacksonville at 12 o'clock noon on each and every Saturday, during the months of June, July, August and September, in the year 1914, for the purpose of giving the said employees a half holiday in each week during the said months.

This Order shall take effect June 1, 1914

Ordered in open session of our Board, at the City of Tallahassee, this 30th day of May, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 449.

FILES NO. 1573-O, No. 2985-A, No. 3571.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ADOPTION OF A REVISION AND AMENDMENTS AND CHANGES OF CLASSIFICATION NO. 3 OF THE RAILROAD COMMISSIONERS OF THE STATE OF FLORIDA, AND THE PRINTING AND PUBLICATION OF THE SAME.

On the 15th day of August, 1913, the Railroad Commissioners of the State of Florida gave notice to all railroads, railroad companies and common carriers doing business in the State of Florida, of a session of the said Commissioners to be held on the 15th day of October, 1913, at 10 o'clock in the morning, at the office of the said Commissioners, in the City of Tallahassee, for the purpose of considering a proposed revision and amendment of Classification No. 3 of the Railroad Commissioners of the State of Florida, and to consider and determine whether they ought to adopt the said revision and the amendments and changes therein set forth, and to consider and determine what other or further changes ought to be made in the said Classification, and to provide for the revision and amendment of the said Classification and to consider all such questions as might arise in the premises, concerning the amendment and revision of the said Classification and the printing and publication of the same.

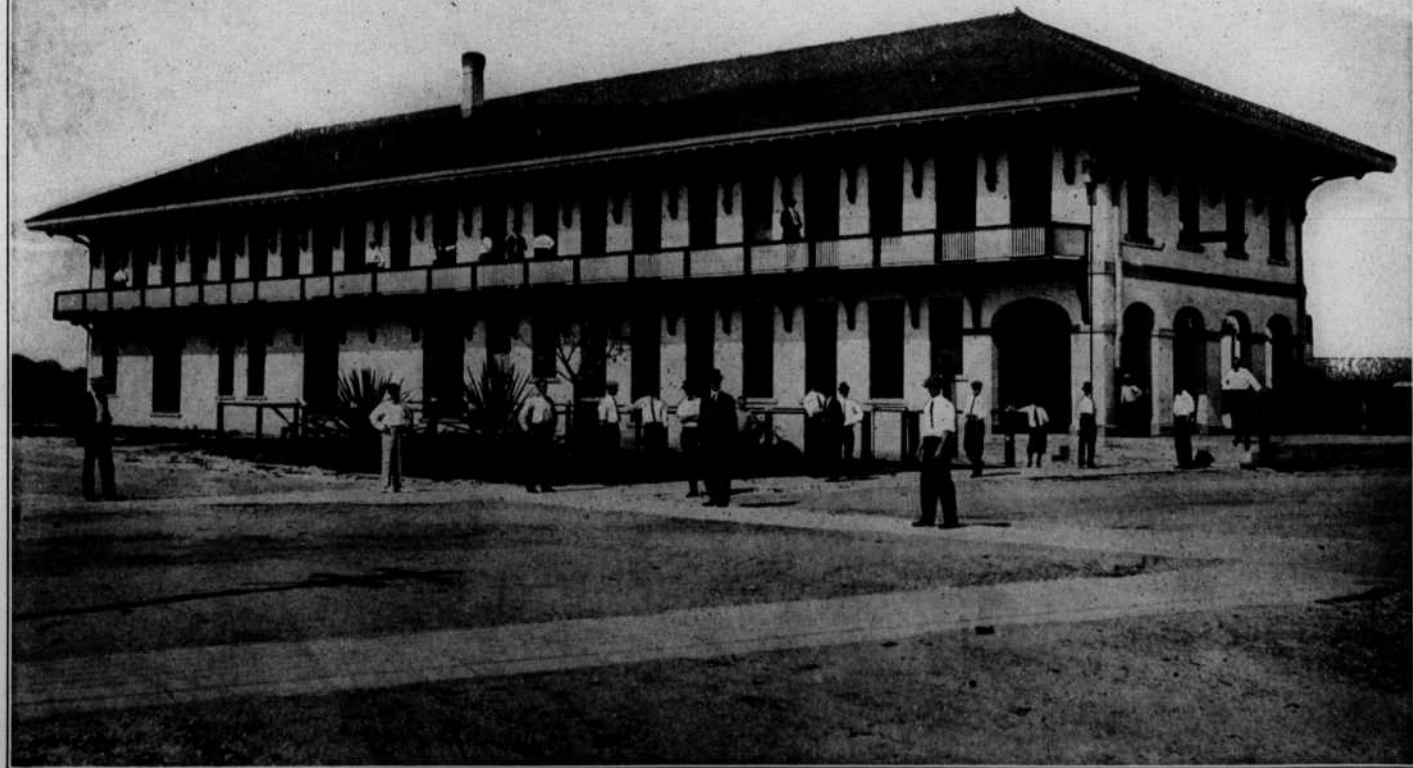
And on the 8th day of September, 1913, the said Railroad Commissioners gave notice to all railroads, railroad companies and common carriers doing business in the State of Florida that on said 15th day of October, 1913, at 10 o'clock in the morning, at their office in the City of Tallahassee, in connection with the consideration of the matters specified in the aforesaid notice dated August 15, 1913, they would also consider certain proposed changes in the said Classification No. 3 with reference to the Classification of Ice and the Classification of Wood, and that they would consider and determine whether or not they ought to adopt the proposed changes in Classification.

And in pursuance of the notices aforesaid, the said matters came on for consideration on the 15th day of Octo-

ber, 1913, and then and there appeared the following: Atlantic Coast Line Railroad Company, by C. McD. Davis, General Freight Agent, and J. F. Meade, Assistant General Freight Agent; Seaboard Air Line Railway, by L. E. Chalenor, Freight Traffic Manager, and B. C. Prince, Assistant General Freight Agent; Louisville & Nashville Railroad Company, by E. A. deFuniak, General Freight Agent, J. E. Crosland, Assistant General Freight Agent, and Nelson W. Proctor, Commerce Attorney; Georgia Southern & Florida Railway Company, by F. R. Campbell, Chief Rate Clerk; Gulf, Florida & Alabama Railway Company, by G. C. Willings, General Traffic Manager; Apalachicola Northern Railroad Company, by E. Sullivan, General Superintendent, and T. M. True, General Freight Agent; Charlotte Harbor & Northern Railroad Company, by C. B. McCall, General Freight Agent; Atlanta & St. Andrews Bay Railway Company, by L. J. Rowell, General Freight Agent; Live Oak, Perry & Gulf Railroad Company, by R. P. Hopkins, Traffic Manager; South Georgia Railway, by C. H. Myers, General Freight Agent; Ocala Northern Railroad Company, by S. P. Hollinrake, General Freight Agent, and W. B. Denham, General Superintendent; Florida Central Railroad Company, by C. F. Fincher, Traffic Manager; Georgia, Florida & Alabama Railway Company, by C. J. Acosta, Traffic Manager; Georgia-Florida Sawmill Association and Standard Turpentine Company, by Chas. A. Bland, Traffic Manager; Middle Florida Ice Company, by L. M. Lively, President; and M. Corse, representing certain fuel wood shippers; and all who so desired were fully heard.

And, thereupon, upon motion of certain of the carriers concerned, further consideration of the said matter was postponed to the 10th day of November, 1913, at 10 o'clock in the morning, at the same place.

And on said 10th day of November, 1913, at 10 o'clock in the morning, the said matter came on for further consideration at the office of the Commissioners aforesaid, and then and there appeared the following: Seaboard Air Line Railway, by L. E. Chalenor, Freight Traffic Manager, and B. C. Prince, Assistant General Freight Agent; Louisville & Nashville Railroad Company, by J. E. Crosland, Assistant General Freight Agent; Ocala Northern Railroad Company, by S. P. Hollinrake, Superintendent; Live Oak, Perry & Gulf Railroad Company, by R. P. Hopkins, Traffic Manager; Gulf, Florida & Alabama Railway Com-



DEPOT OF CHARLOTTE HARBOR AND NORTHERN, BOCA GRANDE, FLA.

pany, by G. C. Willings, Traffic Manager; Florida Central Railway Company, by C. F. Fincher, Traffic Manager; Georgia Southern & Florida Railway Company, by F. R. Campbell, Chief Clerk; Atlantic Coast Line Railroad Company, by C. McD. Davis, General Freight Agent, and J. F. Meade, Assistant General Freight Agent; Georgia, Florida & Alabama Railway Company, by C. J. Acosta, Traffic Manager; Southern Weighing & Inspection Bureau, by B. E. Lennard, District Manager; Georgia-Florida Saw Mill Association and The Southeastern Package Club, by Chas. A. Bland, Traffic Manager; Baker & Holmes Company, of Jacksonville, by J. D. Baker; Marshall & Spencer Company, of Jacksonville, by S. A. Marshall.

And the hearing of the said matter was continued from day to day through the 10th, 11th and 12th of November, 1913, and all who so desired were fully heard. And thereupon the said matter was taken under advisement.

And, now, on this day, the said matter came on for further and final consideration. And the Railroad Commissioners of the State of Florida, being advised in the premises, do hereby adopt for the use of all railroads, railroad companies and common carriers doing business in the State of Florida the following Classification, to be known as Florida Classification No. 4, to-wit:

(Classification shown under separate publication.)

And the said Railroad Commissioners do further adopt the foregoing as a revision of their Classification No. 3, referred to in the notice hereinbefore mentioned, and they do adopt all of the changes and amendment of the said Classification No. 3, which are hereinbefore embraced and set forth.

And it is considered, ordered and adjudged that the Classification hereinbefore set forth be and the same is hereby prescribed and adopted for use in the State of Florida as aforesaid, and that all railroads, railroad companies and common carriers doing business in the State of Florida be and they are hereby directed and required to use, follow and abide by the said Classification with reference to all intrastate business to be done by them.

And it is further ordered that the foregoing Classification shall be printed and published in convenient form, bound together in a book or pamphlet with the Rules and Regulations of the Railroad Commissioners of the State of Florida for the Government of the Transportation of

Persons and Property by Railroads and Common Carriers in the State of Florida, as revised to date, and that the said Classification shall be fully and completely indexed, and that said index bound and published with the said Classification and Rules, which publication shall be known as "Classification No. 4 of the Railroad Commission, State of Florida, and Rules and Regulations Governing the Transportation of Freight and Passengers on Railroads and Common Carriers doing business in Florida."

And it is further ordered that the aforesaid Classification shall become effective on the 27th day of July, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 9th day of June, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 450.
FILE NO. 3600.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FACILITIES AT MATTHEWS
WHARF, SANIBEL ISLAND.

This matter having been heard in pursuance of Notice No. 39, dated March 20, 1914, and addressed to the Southern Express Company and Kinsey Brothers' Boat Line, the Railroad Commissioners of the State of Florida are of the opinion that it is not practicable to require either of the carriers concerned to provide the facilities called for by the petitioners.

The proceeding is therefore dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 6th day of August, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 451.
FILE NO. 3618-A.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE DOUBLE CHARGE FOR
TELEPHONE SERVICE TO THE DUTTON PHOS-
PHATE COMPANY AND THE DUTTON COMMIS-
SARY COMPANY.

In pursuance of Notice No. 49, dated July 9, 1914, this matter came on for consideration on the 30th day of July, 1914, at 10 o'clock in the morning, at the office of the Railroad Commissioners of the State of Florida, in the City of Tallahassee. After hearing the testimony of Mr. W. M. Dale, as a witness for the complainants, and Mr. E. E. Voyle, who appeared in behalf of the East Florida Telephone Company, without sworn or written answer, the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further consideration, the Railroad Commissioners of the State of Florida do find that the Dutton Phosphate Company and the Dutton Commissary Company occupy the same office at Newberry, Fla.; that the said companies are separate corporations, but under the same management and control; that the East Florida Telephone Company is rendering a telephone service to the said office and that the telephone connection in the said office and the service rendered thereto were at the request of the Dutton Phosphate Company; that the telephone instrument in the said office is the property of the Dutton Phosphate Company; that it is the custom of the said East Florida Telephone Company to require each subscriber to furnish his own instrument; that the said East Florida Telephone Company has heretofore required the payment of \$6.00 per month for the use of the telephone connection in the said office, and has charged and collected the said amount of \$6.00 in that it has required the Dutton Phosphate Company to pay for the use of the said telephone connection the sum of \$3.00 per month and has required the said Dutton Commissary Company to pay for the said telephone connection the sum of \$3.00 per month; and that the said telephone company insists upon its right, upon failure of either the said Dutton Phosphate Company or

the said Dutton Commissary Company to pay the \$3.00 charged against it, to discontinue the service to the said office; and that the said telephone company has not made a like charge of \$6.00 per month for the use of any telephone connection to any other subscriber or subscribers, but has charged only the sum of \$3.00 per month for its other telephone connections; and that the said Telephone Company has charged and collected from other persons receiving a like service the sum of \$3.00 per month.

The said Railroad Commissioners are of the opinion that under the circumstances shown the said East Florida Telephone Company is not justified in charging and collecting from the Dutton Phosphate Company and the Dutton Commissary Company each the sum of \$3.00 per month for the use of the telephone connection in the office of the said Dutton Phosphate Company.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the East Florida Telephone Company did, within twelve months last past, exact, charge and collect for the rental or use of its telephone line, instruments, appliances and apparatus in the office of the Dutton Phosphate Company at Newberry aforesaid, certain rates, charges, tolls or rentals, which are unjust, unreasonable and unjustly discriminatory, and that the said East Florida Telephone Company is therefore guilty as charged in the second paragraph of the said Notice No. 49.

And it is further considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the said East Florida Telephone Company has thereby incurred a penalty, which is hereby fixed and imposed in the sum of One Hundred (\$100.00) Dollars, which it is required to pay promptly to the State Treasurer, according to law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 8th day of August, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 452.
FILE NO. 1991-B.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED CHANGES IN
CLASS P RATES. L. & N. R. CO. MOTION FOR
MODIFICATION OF ORDER NO. 431.

The Louisville & Nashville Railroad Company having filed on June 29, 1914, its motion dated June 24, 1914, which contains, among other things, the following:

"We therefore respectfully and earnestly request the Commission to grant us a further hearing with respect to this matter of applying the Order No. 431 rates on our lines in Florida, and we earnestly urge that this Commission will cite us to appear and show cause why said order should not be made to apply on our lines before it makes or promulgates an order requiring us to so apply them * * * * * and we further request that the Class P matter be made a part of and considered along with the general proceeding involving all of your class rates in Florida, in which proceeding we have already given testimony and filed a brief. In other words, we respectfully request that a supplemental hearing be had to consider the propriety of requiring us to adopt and apply the Class P scale of rates as at present in effect on the Atlantic Coast Line and Seaboard Air Line, as well as the other class rates and classifications heretofore prescribed by those Companies";

And the District Court of the United States for the Northern District of Florida having on the 6th day of August, 1914, entered an order modifying the injunction, whereby the enforcement of the said Commissioners' Order No. 72 was restrained, and the effect of the said modification being to allow the Railroad Commissioners of Florida, among other things, to fix a day not earlier than the 21st day of September, 1914, when the said Order No. 431 should take effect, with leave to the said Louisville & Nashville Railroad Company to apply to the Commissioners for a rehearing and show cause, if they can, before September 7, 1914, why said Order No. 431 should not be put into effect;

And the said Railroad Commissioners having considered the premises;

It is now ordered by the Railroad Commissioners of the State of Florida that the said Commissioners be in session at their office in the City of Tallahassee, on the 7th day of September, 1914, at 10 o'clock in the morning, then and there to consider and determine whether or not they ought to modify their said Order No. 431, and to consider and determine whether or not they ought to enforce against the Louisville & Nashville Railroad Company the rates prescribed in the said Order No. 431, and to consider and determine whether or not they ought to fix and prescribe other or different Class P rates for the use of the said Louisville & Nashville Railroad Company; and also to consider and determine what time they ought to fix for the said Order No. 431 to become effective in case they should decide not to modify the said Order.

And it is further ordered that the said Louisville & Nashville Railroad Company be permitted to present evidence, make arguments and file briefs on all points bearing upon the said inquiries.

And it is further ordered that a copy of this order be immediately served upon the said Louisville & Nashville Railroad Company as notice of the hearing herein fixed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 14th day of August, 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 452¹/₂.

FILE NO. 2909.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
BALDWIN.

Pursuant to Notice No. 47, dated May 20, 1914, this matter came on before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 9th day of June, 1914, and then and there appeared the Seaboard Air Line Railway, by H. W. Purvis, Super

intendent, L. S. Peck, Train Master, and W. J. Gooding, Division Engineer, and the Town of Baldwin was represented by a Committee of the City Council. And after hearing all who desired to be heard, the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and it appearing that the Seaboard Air Line Railway has submitted plans of proposed station improvements at Baldwin aforesaid, which are acceptable to the said Commissioners, it is, therefore, ordered that the Seaboard Air Line Railway do erect at Baldwin aforesaid a depot or station building of the following dimensions and arrangements, with the following conveniences:

A waiting room for white passengers to contain at least 625 square feet of floor space;

A waiting room for colored passengers to contain at least 425 square feet of floor space;

Toilet rooms for the use of each sex of both white and colored passengers, the toilet rooms for men each to contain at least 45 square feet of floor space, and the toilet rooms for women to contain at least 90 square feet of floor space, each;

A baggage room of adequate size;

Umbrella sheds in accordance with blue print submitted to the Commissioners and bearing the following legend: "Baldwin, Fla., Sketch showing proposed layout of station grounds, new umbrella sheds, additions to depot, etc. Jax., Fla., 6-23-14. W. J. Gooding, Division Engineer;"

Walkways of cement or concrete under the umbrella sheds and of the same length and width as the sheds;

And it is further ordered that the said station building, sheds and approaches shall be adequately lighted with lights of suitable power and efficiency.

And it is further ordered that the said station building and other facilities herein required shall be completed on or before October 15, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 19th day of August, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 453.
FILE NO. 3491.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ALLEGED INCREASE OF
RATES ON SPECIAL IRON ARTICLES BY THE
SEABOARD AIR LINE RAILWAY.

In pursuance of Notice No. 541½, dated August 14, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 2nd day of September, 1914, and then and there appeared the Seaboard Air Line Railway, by Chas. R. Capps, Vice-President, and C. A. Carpenter, Assistant General Freight Agent, who were fully heard. There being no answer filed it was admitted by the said representatives of the Seaboard Air Line Railway that the rates had been increased as charged in the notice, and the said company by its said representatives then and there showed that the said increase was the result of an error in the publication of tariffs and was not intentional, and signified its readiness to make reparation to all parties entitled thereto.

Wherefore, it is ordered that the said Seaboard Air Line Railway be authorized and directed to make reparation to all parties entitled thereto as a result of the erroneous publication of the said tariff and upon proper showing of the said reparation having been made this proceeding will be dismissed by further order.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 15th day of September, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 454.
FILE NO. 1991-B.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE PROPOSED CHANGES IN
CLASS P RATES. L. & N. R. CO. MOTION FOR
MODIFICATION OF ORDER NO. 431.

In pursuance of notice given by Order No. 452, dated the 14th day of August, 1914, the Railroad Commissioners of the State of Florida, being in session at their office in the City of Tallahassee, on the 7th day of September, 1914, took this matter under consideration, the Louisville & Nashville Railroad Company being then and there present by J. M. Dewberry, Assistant to Third Vice-President, George W. Lamb, Second Assistant Comptroller, and Nelson W. Proctor, Commerce Attorney, who were fully heard; and thereupon the said matter was taken under advisement.

And, now, on this day, the said Railroad Commissioners having fully considered the said matter, do find that they ought not to modify their said Order No. 431 and that they ought to enforce against the Louisville & Nashville Railroad Company the rates prescribed in the said Order No. 431.

Wherefore it is considered, ordered and adjudged by the said Railroad Commissioners that their Order No. 431, dated the 16th day of February, 1914, and the rates therein prescribed, shall take effect as to the said Louisville & Nashville Railroad Company on the 21st day of October, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 16th day of September, A. D. 1914.

R. HUDSON BURR, Chairman

ORDER NO. 455.
FILE NO. 3706.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE OF EXPRESS
CLASSIFICATION OF BREAD AND SHRIMP.

Pursuant to Notice No. 52, dated the 30th day of July, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee, on the 2nd day of September, 1914, and then and there appeared the Southern Express Company, by W. K. Haile, Superintendent, and C. G. McCormack, Route Agent, who were fully heard. And, thereupon, the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and the said Railroad Commissioners being fully advised in the premises, it is considered and adjudged that the Express Classification and Rate Sheet No. 1 of the Railroad Commission of the State of Florida, effective June 15, 1910, ought to be amended in the particulars set out in the said Notice No. 52.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the said Express Classification and Rate Sheet No. 1 of the Railroad Commission of the State of Florida, effective June 15, 1910, be and the same is hereby amended in the following respect, to-wit:

1. By striking out the following, found on page 12 of the said Classification and Rate Sheet, to-wit:

"Bread, net weight.....B
"Shippers of Bread, in order to avail themselves of charges on net weight, must mark on the outside of the basket, box or barrel the actual weight of the same. When received filled for shipment, Agents will weigh them, deducting the weight of the empty package from the gross weight, and make charges upon the net. Agents must know that the tare marked on the package is correct."

And by inserting in lieu thereof the following:

"Bread, pound rates.....D."

2. By striking out of said Classification and Rate Sheet the following, found on page 22, to-wit:

"ShrimpB"
and by inserting in lieu thereof the following:

"Shrimp, pound rates.....D."

And it is further ordered that the aforesaid changes in the said Express Classification and Rate Sheet No. 1 of the Railroad Commission of the State of Florida shall become effective on October 20, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 16th day of September, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 456.
FILE NO. 3123.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PROPOSED CHANGES IN
FREIGHT RATES AND CLASSIFICATION ON
LINES OF THE LOUISVILLE & NASHVILLE
RAILROAD COMPANY.

In pursuance of their notice, dated the 24th day of March, 1913, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 24th day of April, 1913, and then and there appeared the Louisville & Nashville Railroad Company, by E. O. Saltmarsh, Superintendent, Nelson W. Proctor, Commerce Attorney, C. B. Compton, Freight Traffic Manager, G. W. Lamb, Second Assistant Comptroller, W. H. Courtney, Chief Engineer of System, and J. M. Dewberry, Assistant to Third Vice-President; all of whom were fully heard; and, thereupon, the said hearing was adjourned subject to the right of the Commissioners to recall for cross-examination any or all of the witnesses who had appeared for the Louisville & Nashville Railroad Company. And, thereafter, the said Commissioners, having declined to call any of the said witnesses for cross-examination, and having granted

leave to the said Louisville & Nashville Railroad Company to make argument or file briefs, and the said company having filed its brief, and all of the said matters having been fully considered;

Thereupon, the said matter having this day come on for further and final consideration, the Railroad Commissioners of the State of Florida do find that the schedule of freight tariffs, now operated by the Louisville & Nashville Railroad Company in the State of Florida on its Pensacola & Atlantic Division and on its Yellow River Division ought to be altered and amended, as hereinafter set out, and that the Classification heretofore in use by the said Louisville and Nashville Railroad Company over the said divisions of its railroad ought likewise to be altered and amended, as hereinafter set out.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the following schedule of freight tariffs affecting all classes, except Class P, be and the same are hereby fixed and prescribed for use in the State of Florida by the Louisville & Nashville Railroad Company in conjunction with the Class P rates prescribed by Order No. 431, made and entered by said Commissioners on the 16th day of February, 1914, and effective on the 21st day of October, 1914, as this day fixed by Order No. 454, to-wit:

A SCHEDULE OF THE FREIGHT TARIFFS PRESCRIBED BY THE RAILROAD COMMISSIONERS FOR
USE BY THE LOUISVILLE & NASHVILLE RAILROAD COMPANY IN THE STATE OF FLORIDA.

DISTANCES.	PER HUNDRED POUNDS.														Per Barrel.	Per 100 Pounds.	Per Ton.		Per Carload.			Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R		
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	.75	\$1.00	\$ 8.00	\$10.00		8		
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9		
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10		
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11		
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10.5	1.30	1.40	17.00	16.00		12		
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13		
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11.5	1.50	1.60	19.00	18.00		14		
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15		
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12.5	1.70	1.75	22.00	20.00		16		
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17		
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13.5	1.80	1.90	26.00	22.00		18		
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19		
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14.5	1.90	2.00	27.00	24.00		20		
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21		
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15.5	2.00	2.10	30.00	26.00		22		
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23		
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16.5	2.10	2.20	31.00	28.00		24		

And it is further considered, ordered and adjudged that the said Louisville & Nashville Railroad Company be and it is hereby required to adopt, put in force and use the Classification of the Railroad Commissioners of the State of Florida heretofore adopted and promulgated by the said Railroad Commissioners, as amended to this date, the said Classification having been heretofore known as Classification No. 3 and being now known as Classification No. 4, so far as the said schedule and the said Classification can be required and enforced against the said Louisville & Nashville Railroad Company without conflicting with the orders of injunction heretofore issued by the Circuit Court of the United States for the Northern District of Florida, so far as the same now remain of force and effect.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 16th day of September, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 457.
FILE NO. 1041-A.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT MT.
DORA, FLORIDA.

Pursuant to Notice No. 53, dated August 14, 1914, this matter came on before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 1st day of September, 1914, and then and there appeared the Atlantic Coast Line Railroad Company, by J. N. Brand, General Superintendent, and the Mt. Dora Board of Trade, by J. E. Mattocks, Secretary. And after hearing all who desired to be heard the Commissioners took the said matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and the said Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company do provide and erect at Mt. Dora aforesaid, on the site of its present station building, a new station building which shall contain a waiting room for white passengers with not less than 480 square feet of floor space, a waiting room for colored passengers with not less than 288 square feet of floor space, a ware room for freight with not less than 1560 square feet of floor space, and a covered platform at the end of said station building, and adjacent to the freight ware room, with not less than 780 square feet of floor space.

And it is further ordered that a platform or walk of durable and serviceable material shall be provided along side the track and adjacent to the said station building for a distance sufficient for the entraining and detraining of passengers, and to be of sufficient width to meet the needs of the traveling public.

And it is further ordered that suitable approaches to the said station building shall be provided, and that provision shall be made for adequately lighting the said waiting rooms, platforms and approaches.

And it is further ordered that the said station shall be provided with suitable closets, one for each sex for white passengers, and one for each sex for colored passengers.

And it is further ordered that plans of the said station building and facilities shall be submitted to the Railroad Commissioners on or before the 25th day of October, 1914, and that the said work shall be prosecuted with all due diligence and this order fully complied with on or before January 15, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 24th day of September, A. D. 1914.

R.. HUDSON BURR, Chairman.

ORDER NO. 458.
FILE NO. 3683.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE STATUS OF THE RAIL-
ROAD OPERATED BY THE BAGDAD LAND &
LUMBER COMPANY.

Pursuant to Notice No. 54, dated the 7th day of August, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at the Court House at Milton, Florida, on the 13th day of August, 1914, at 10 o'clock in the morning, and then and there appeared the Bagdad Land & Lumber Company, by H. Roe, Superintendent, M. M. Glasgow, Chief Clerk, and A. C. Blount, Jr., Attorney; and there also appeared W. K. Peaden, Jr., and Thos. B. Peaden, on their own behalf. And after hearing all who desired to be heard and taking the testimony of witnesses, the said hearing was adjourned and the matter taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and the said Commissioners being fully advised in the premises, it is considered, ordered and adjudged by the said Commissioners that the evidence adduced at the said hearing at Milton is not sufficient to justify them in declaring the railroad operated by the Bagdad Land & Lumber Company a common carrier subject to the jurisdiction of the Railroad Commis-



SEABOARD AIR LINE RAILWAY PASSENGER DEPOT, QUINCY, FLA.



sioners, and it is therefore ordered that the said matter be and it is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 24th day of September, A. D. 1914.

R.. HUDSON BURR, Chairman.

ORDER NO. 459.
FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PETITION FOR RE-HEARING
ON ORDERS NO. 400 AND NO. 428, RELATING TO
THE CONSTRUCTION OF A PASSENGER STA-
TION AT JACKSONVILLE.

On this day the Railroad Commissioners of the State of Florida took under consideration the "Petition and Motion of the Jacksonville Terminal Company for a Re-Hearing in the Matter of Orders Nos. 400 and 428, Relating to the Construction of a Passenger Station at Jacksonville, Florida." Upon consideration of the said petition and upon further consideration of the aforesaid orders numbered 400 and 428, and upon consideration of the report of the engineers employed by the said Commissioners to examine and report on the plans mentioned and adopted in the said Order No. 428, the said Railroad Commissioners do find that the yard plan which was prepared by the carriers interested in this proceeding and filed with the said Commissioners on the 17th day of November, 1913, and which bears the legend, "Jacksonville Terminal Company. Office of Chief Engineer, Proposed Station and Yard Improvemet. General Lay-out Scheme. B-3, Jacksonville, Fla. Date: September, 1913," and which was by the said Order No. 428 approved, accepted and designated as a fit and proper plan for the construction of yards and tracks in connection with a passenger depot to be constructed as provided in the said order, is not the best and most practicable plan for the purposes

aforesaid in that it involves a greater expense than is necessary.

Wherefore, it is ordered by the Railroad Commissioners of the State of Florida that the aforesaid petition for rehearing be and the same is hereby granted to this extent, and to this extent only: That the said Railroad Commissioners will hereafter take under consideration other and different yard plans in order to determine whether a better, more practicable or more economical yard plan can be adopted in connection with the construction of the passenger station required by the said Orders No. 400 and No. 428, and upon the location therein designated, and will hereafter adopt a better and more practicable and more economical plans, if such can be found.

And it is therefore further ordered, as follows:

The Railroad Commissioners of the State of Florida will be in session at their office in the City of Tallahassee, on the 10th day of November, 1914, at 10 o'clock in the morning, then and there to consider whether or not a yard plan can be adopted to be used in connection with the passenger station designated and required by their Orders No. 400 and 428, which will be better or more practicable or less expensive than the yard plan described in the said Order No. 428 and bearing the legend hereinbefore set out; and also to consider the yard plans which have been prepared by the engineers of the said Commissioners for the purposes aforesaid; and to consider any other yard plans that may be presented by the Jacksonville Terminal Company or any other carrier at interest; and also to consider and determine whether or not they ought to adopt any of the plans that may be then and there considered; and to adopt a plan if such action should be deemed advisable; and also to then and there consider whether they ought to further modify the said Orders No. 400 and 428, or either of them, or to grant a further rehearing in relation thereto.

And at the said time and place the said Jacksonville Terminal Company, and all other carriers at interest, will have opportunity to be fully heard with reference to the matters above set forth and designated, but not otherwise.

And it is further ordered that the Jacksonville Terminal Company, and all other carriers interested, be permitted, through their engineers and other proper agents, at any time hereafter, to inspect and examine the

yard plans hereinbefore referred to, which have been prepared by the engineers of the said Commissioners for the purposes aforesaid, said inspection and examination to be made at the office of the said Commissioners at Tallahassee.

And it is further ordered that a copy of this order be served on the Jacksonville Terminal Company and on each of the other carriers in interest, in order that they may have notice of the hearing aforesaid.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 9th day of October, A. D. 1914.

R.. HUDSON BURR, Chairman.

ORDER NO. 460.
FILE NO. 3203.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DEPOT FACILITIES AT AL-
FORD, FLORIDA.

Pursuant to Notice No. 58, dated October 7, 1914, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 20th day of October, 1914, and then and there appeared the Atlanta & St. Andrews Bay Railway Company, by A. A. Holmes, Auditor, who was fully heard, and the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the said Railroad Commissioners, being fully advised in the premises, do find that the facilities at Alford, Fla., are inadequate for the accommodation of freight and passengers, and that the said Atlanta & St. Andrews Bay Railway Company ought to be required to erect a depot building suitable for passengers and freight.

It is therefore considered, ordered and adjudged, that the Atlanta & St. Andrews Bay Railway Company be and it is hereby required to erect at Alford aforesaid, a de-

pot building to contain a waiting room for white passengers, with at least 184 square feet of floor space, a waiting room for colored passengers to contain at least 184 square feet of floor space, and a ware room for freight to contain at least 850 square feet of floor space, and sheds and covered platforms, in accordance with plans submitted by A. A. Holmes at the hearing before the Commissioners on October 20, 1914, and same to be located in Blocks 13 and 18 of the Town Plat of Alford aforesaid.

And it is further ordered that the work herein required to be done shall be prosecuted with all due diligence, and this this order shall be fully complied with on or before the 1st day of February, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 31st day of October, A. D. 1914.

R.. HUDSON BURR, Chairman.

ORDER NO. 461.
FILE NO. 3702.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLOIDA.

IN THE MATTER OF CHANGE OF SCHEDULES OF
CERTAIN PASSENGER TRAINS AND THE OPER-
ATION OF A NEW TRAIN BETWEEN PALATKA
AND OCALA.

Pursuant to Notice No. 50, dated July 10, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at the Court House in the City of Palatka, on the 21st day of July, 1914, at 2 o'clock in the afternoon, and then and there appeared the Atlantic Coast Line Railroad Company, by J. N. Brand, General Superintendent, G. W. Bassett, Local Counsel, O. H. Page, Superintendent of Transportation, and H. O. McArthur, District Superintendent. And there also appeared, each by its respective represetatives, the Gainesville Board of Trade, United Commercial Travelers, Marion County Board of Trade, the City of Palatka, and the Town of Hawthorne. And after hearing all who desired to be

heard, the Commissioners took the said matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that the Atlantic Coast Line Railroad Company be and it is hereby required to change the schedules of its trains hereinafter mentioned and to extend the service thereof in the particulars following:

By changing trains No. 142 and No. 141, now scheduled to run from Wilcox, Fla., to Gainesville, Fla., to run from Wilcox, Fla., to Palatka, Fla., train No. 142 to leave Wilcox at 5:00 A. M. and train No. 141 to arrive at Palatka at 9:30 A. M., the schedule at intermediate points to be so arranged as to make reasonable connection at Rochelle with said company's trains No. 10 and No. 89;

By changing trains No. 140 and No. 143, now scheduled to run from Gainesville, Fla., to Wilcox, Fla., to run from Palatka, Fla., to Wilcox, Fla., train No. 140 to leave Palatka at 6:10 P. M., and train No. 143 to arrive at Wilcox, Fla., at 10:05 P. M., the schedule at intermediate points to be so arranged as to make reasonable connection at Rochelle with said company's train No. 9;

By changing train No. 89, now scheduled to run from Palatka, Fla., to Rochella, Fla., to run from Palatka, Fla., to Ocala, Fla., train No. 89 to leave Palatka at 5:50 A. M. and to arrive at Ocala at 9:00 A. M., the schedule at intermediate points to be so arranged as to make reasonable connection at Rochelle with said company's Train No. 10.

By changing train No. 78, now scheduled to run from Rochelle, Fla., to Palatka, Fla., to run from Ocala, Fla., to Palatka, Fla., train No. 78 to leave Ocala at 6:10 P. M. and arrive at Palatka at 9:10 P. M., the schedule at intermediate points to be so arranged as to make reasonable connection at Rochelle with said company's Train No. 9.

And it is further ordered that the above changes in schedule be put in force and made effective on November 15, 1914.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 2nd day of November, A. D. 1914.

R.. HUDSON BURR, Chairman.

ORDER NO. 462.
FILE NO. 3460.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
PUBLIC SERVICE COMMITTEE OF THE CITY OF
JACKSONVILLE FOR AN ORDER REQUIRING
THE ERECTION OF A NEW TERMINAL STATION
IN SAID CITY.

In pursuance of their Order No. 459, made and entered the 9th day of October, 1914, the Railroad Commissioners of the State of Florida, being in session at their office in the City of Tallahassee, on the 10th day of November, 1914, then and there proceeded to the consideration of the matters designated and specified in the said Order No. 459, and then and there appeared the following: W. E. Kay, representing Jacksonville Terminal Company; J. B. Munson, President Jacksonville Terminal Company; F. P. Fleming, representing Seaboard Air Line Railway; A. V. S. Smith, representing Florida East Coast Railway Company; George M. Powell, Chairman Board of Bond Trustees of the City of Jacksonville; F. L. Dancy, representing City Council of the City of Jacksonville; R. D. Drysdale, representing the County Commissioners of Duval County; W. L. Morse, Chief Engineer of the Jacksonville Terminal Company; J. B. Willoughby, Assistant Chief Engineer, Atlantic Coast Line Railroad Company; W. D. Faucette, Chief Engineer, Seaboard Air Line Railway; E. Ben Carter, Superintendent Maintenance of Way, Florida East Coast Railway Company, and Frank P. Damon and J. W. Bushnell, Engineers of the Railroad Commissioners; but no other or further yard plans were presented by the said Jacksonville Terminal Company, or any other interested carrier.

And the said hearing having been continued from day to day, was concluded on the 12th day of November, 1914, and thereupon the said Railroad Commissioners took the said matter under advisement.

And, now, on this day, the said matter coming on for further consideration, and the said Railroad Commissioners having considered all the evidence and arguments submitted at the hearing, and the plans prepared by their En-

gineers, together with the evidence theretofore submitted, and being fully advised in the premises, do find that their Orders No. 400 and No. 428 ought to be enforced without further modification except as hereinafter set out; but the said Commissioners being of the opinion that a yard plan could be adopted to be used in connection with the union passenger depot described and designated by their Orders No. 400 and No. 428, which would be less expensive and the yard plan heretofore presented by the said carriers, which is described and approved in said Order No. 428 and identified by the legend, "Jacksonville Terminal Company. Office of Chief Engineer. Proposed Station and Yard Improvement. General Lay-out Scheme. B-3. Jacksonville, Fla. Date: September, 1913," and that the interested carriers ought to have the option to adopt any better or more practicable or less expensive plan which could be devised to meet the requirements of the said union passenger depot, it is, therefore, ordered and adjudged that the said Orders No. 400 and No. 428 shall be performed and enforced, except the following portion of the said Order No. 428, which portion is hereby rescinded, to-wit, that portion of the said Order beginning with the words, "And it is further ordered that the yard plan filed with the said Railroad Commissioners on the 17th day of November, 1913," and ending with the words, "shall be fully complied with on or before the 15th day of July, 1915."

And it is further ordered that the yards and tracks necessary to be used in connection with the said union passenger depot shall be constructed, except as otherwise provided herein, in accordance with the requirements of the said Orders No. 400 and No. 428 in such manner as to provide for the convenient and effective use of the said union passenger depot by the traveling public, and to that end the said yards and tracks shall be so arranged and operated as to require all passenger trains when receiving or discharging passengers at said station to stand with rear ends toward the concourse, so, that passengers entraining and detraining will approach and depart by way of the rear ends of such trains, and said union passenger depot shall be so arranged and operated as to provide for the proper and efficient handling of the passenger traffic of the carriers using the said passenger depot upon such plans as will harmonize with the use of the floor plan adopted in and by the said Order No. 428 and bearing the

legend, "Jacksonville Terminal Company. Floor Plan of Proposed Station. Jacksonville, Fla., Dec. 15, 1913," and that in all other respects the said yards and tracks may be constructed upon such plans as the interested carriers shall deem proper and advisable.

And it is further ordered that the architect's completed building plans, and such other and further plans as may be required in the premises pertaining to the construction of the said union depot building, as specified in the said orders of the said Commissioners, shall be submitted to the said Commissioners for examination and approval on or before the 1st day of May, 1915, and thereafter the time for the commencement and completion of the work of constructing the said station will be fixed by the said Commissioners.

And it is further ordered that in case it should become necessary for the said carriers or either of them, in order to comply with this order and the said Orders No. 400 and No. 428, to acquire a right of way upon any public street or highway, the said carriers may make application to the said Commissioners for relief, and thereupon the said Commissioners will determine to what extent they will make the enforcement of the said orders conditioned upon the granting of such right of way, and that any and all other questions arising in connection with the performance and enforcement of said orders, or concerning the perfection or modification of plans, may be at any time submitted by the interested carriers to the said Commissioners for action on their part.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 12th day of December, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 463.
FILE NO. 3425.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF RATES ON CANE SYRUP AND
MOLASSES.

Pursuant to due and lawful notice, this matter came on for hearing before the Railroad Commissioners of the

State of Florida, at their office in the City of Tallahassee, on the 30th day of July, 1914, and the said Commissioners being then and there in session, pursuant to said notice, proceeded to the consideration of the said matter; and then and there appeared the Seaboard Air Line Railway, by L. E. Chalenor, General Freight Agent, C. A. Carpenter, Assistant General Freight Agent, and W. J. Oven, Division Counsel. And after hearing all who desired to be heard the Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further consideration, and the said Commissioners having thoroughly considered the same and being fully advised in the premises, it is considered, ordered and adjudged that the following schedule of freight rates on cane syrup and molasses be and the same is hereby fixed and prescribed for use in the State of Florida by the Seaboard Air Line Railway, to-wit:

Cane Syrup and Molasses in barrels, half-barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 lbs.

	C. L.	L. C. L.
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21
390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26

And it is further ordered that the rates herein prescribed are not to be applied between points in this State where there are in effect at the date of this order commodity rates that are lower than the scale above prescribed, and this order shall not be construed as cancelling any such commodity rates, or as preventing or prohibiting the said Seaboard Air Line Railway from adopting and putting in effect, after the passage of this order, commodity

rates on cane syrup and molasses which may be lower than the said scale.

And it is further ordered that the rates herein prescribed shall become effective on or before the 5th day of January, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 17th day of December, A. D. 1914 .

R. HUDSON BURR, Chairman.

ORDER NO. 464.
FILE No. 1486-A.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF RATES ON COTTON PRESSED
IN BALES.

Pursuant to Notice No. 62, dated November 10, 1914, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on December 1, 1914, at 10 o'clock in the morning, and then and there appeared the Atlantic Coast Line Railroad Company, by J. F. Meade, Assistant General Freight Agent. The Seaboard Air Line Railway and the Florida East Coast Railway Company having notified the Commissioners that they had no objection to the scale of rates proposed on cotton pressed in bales, and no other carriers being represented at the said hearing, after hearing all who desired to be heard the Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further consideration, and the said Commissioners being fully advised in the premises, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the following scale of rates on cotton pressed in bales, to apply for distances greater than 160 miles between points in Florida, be and the same is hereby fixed

and established for use by railroads and railroad companies doing business in the State of Florida, to-wit:

	Cents per 100 lbs.
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

And it is further ordered that the rates herein fixed and prescribed shall become effective on or before the 15th day of January, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 18th day of December, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 465.

FILE NO. 3705.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF STATION FACILITIES AT
TERRA CEIA.

Pursuant to Notice No. 57, dated September 24, 1914, the Railroad Commissioners of the State of Florida were duly in session at the Town of Terra Ceia, on October 14, 1914, for the consideration of the said matter; and then

and there appeared the Seaboard Air Line Railway, by T. W. Parsons, Superintendent, and A. H. Williamson, General Agent, and numerous citizens of Terra Ceia appeared in their own behalf. And after hearing all who desired to be heard the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the Railroad Commissioners of the State of Florida, being fully advised in the premises, do find that the existing station facilities at Terra Ceia aforesaid are inadequate and insufficient, and that more and better facilities ought to be provided.

Wherefore it is considered, ordered and adjudged that the Seaboard Air Line Railway provide and erect at Terra Ceia aforesaid a new freight and passenger station building, which shall contain a waiting room for white passengers with not less than 360 square feet of floor space, a waiting room for colored passengers with not less than 180 square feet of floor space, a freight ware room with not less than 1300 square feet of floor space, and a covered shed or platform with not less than 900 square feet of floor space.

And it is further ordered that the said station building shall be equipped with suitable closets, one for each sex for white passengers and one for each sex for colored passengers.

And it is further ordered that the said station building and the approaches thereto shall be suitably lighted with lights of adequate size and brilliancy, and that suitable walks shall be provided.

And it is further ordered that the said station building shall be located at a point approximately one mile west of the present station building and in the vicinity of the packing house of the Florida Citrus Exchange.

And it is further ordered that the said station building and facilities shall be fully completed and this order be fully complied with on or before the 1st day of March, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 19th day of December, A. D. 1914.

R. HUDSON BURR, Chairman.

ORDER NO. 466.
FILE NO. 3603.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN
AGENCY STATION AT OJUS.

After due and lawful notice to all parties in interest, the Railroad Commissioners of the State of Florida met in session at Tallahassee, on the 16th day of December, 1914, at 10 o'clock in the morning, to hear and consider whether or not they ought to require the Florida East Coast Railway Company to erect a depot building at Ojus and to establish there a permanent agency. The petitioners in the said matter appeared by their attorney, R. H. Seymour, and the Florida East Coast Railway Company, having filed its written answer in the said matter, appeared by its attorney, Alexander St. Clair-Abrams. And after hearing all who desired to be heard, the said Commissioners took the matter under advisement.

And, now, on this day, the Railroad Commissioners of the State of Florida, being advised in the premises, do find that the Florida East Coast Railway Company has voluntarily maintained for many years at Ojus aforesaid a non-agency station, at which local passenger trains have been accustomed to stop on flag and at which freight has been received and delivered; that the said station is 2.6 miles from Hallandale and 1.8 miles from Fulford, both regular agency stations; that Ojus, having been voluntarily established by the said company as a station, ought to be provided with proper and adequate facilities for the accommodation of patrons of the said station; that the facilities now maintained and heretofore maintained at Ojus as aforesaid are inadequate and insufficient for the proper accommodation of the patrons of the said company desiring to use the said railway station; that the freight and passenger traffic handled at the said point is already extensive and is increasing; that the gross earnings of the said company derived from the said station were, for the year ended June 30, 1913, \$22,920.48, and for the year ended June 30, 1914, \$48,470.34; and that the proper handling of the traffic at the said point requires the maintenance of an agency station until such

time as the Commissioners may find the business done at said point insufficient to warrant the maintenance of an agency.

It is, therefore, considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the Florida East Coast Railway Company be and it is hereby required to provide adequate additional facilities at Ojus aforesaid by establishing and maintaining at the said point an agency station, and by remodeling the present station building so as to provide a waiting room for white passengers, which shall contain at least 180 square feet of floor space, and a waiting room for colored passengers, which shall contain at least 180 square feet of floor space.

And it is further ordered that the said station shall be equipped with suitable closets, one for each sex for the use of white passengers and one for each sex for the use of colored passengers; and that the said station shall be provided with suitable approaches thereto and walks alongside the track and adjacent to the station building, for the convenience and comfort of passengers entraining and detraining.

And it is further ordered that the said agency shall be established on or before the 1st day of February, 1915, and shall be maintained thereafter, and the facilities herein required shall be provided and this order fully complied with on or before the 15th day of March, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 14th day of January, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 467.
FILE NO. 3727.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ESTABLISHMENT OF AN
AGENCY AT LARKIN.

After due and lawful notice to all parties in interest, the Railroad Commissioners of the State of Florida met

in session at Tallahassee on the 8th day of December, 1914, at 10 o'clock in the morning, to hear and consider whether or not they ought to require the Florida East Coast Railway Company to erect a depot building at Larkin, a station on its line of railway in this State, and to establish there a permanent agency. And the said Florida East Coast Railway Company, having filed its written answer in the said matter, appeared by its attorney, Alexander St. Clair-Abrams. And after hearing all who desired to be heard the Commissioners took the matter under advisement.

And, now, on this day, the Railroad Commissioners of the State of Florida, being advised in the premises, do find that the Florida East Coast Railway Company has voluntarily maintained for many years at Larkin aforesaid a non-agency station at which local passenger trains have been accustomed to stop on flag and at which freight has been received and delivered; that the said station is 2.8 miles from Cocanut Grove, a regular agency station; that Larkin, having been voluntarily established by the said company as a station, ought to be provided with proper and adequate facilities for the accommodation of patrons of the said station; that the facilities now maintained and heretofore maintained at Larkin as aforesaid are inadequate and insufficient for the proper accommodation of the patrons of the said company desiring to use the said railway station; that the freight and passenger traffic handled at the said point is already extensive and is increasing; that the gross earnings of the said company derived from the said station were, for the year ended June 30, 1913, \$9,511.25, and for the year ended June 30, 1914, \$24,501.05; and that the proper handling of the traffic at the said point requires the maintenance of an agency station until such time as the Commissioners may find the business done at said point insufficient to warrant the maintenance of an agency.

It is, therefore, considered, ordered and adjudged that the Florida East Coast Railway Company be and it is hereby required to establish and maintain an agency station at Larkin aforesaid, and that the said agency station be established on or before the 1st day of February, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of

Tallahassee, the Capital, this 14th day of January, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 468.

FILE NO. 3743.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
BY THE ATLANTIC COAST LINE RAIROAD
COMPANY OF RULE 11 OF THE RULES GOVERN-
ING THE TRANSPORTATION OF PASSENGERS.

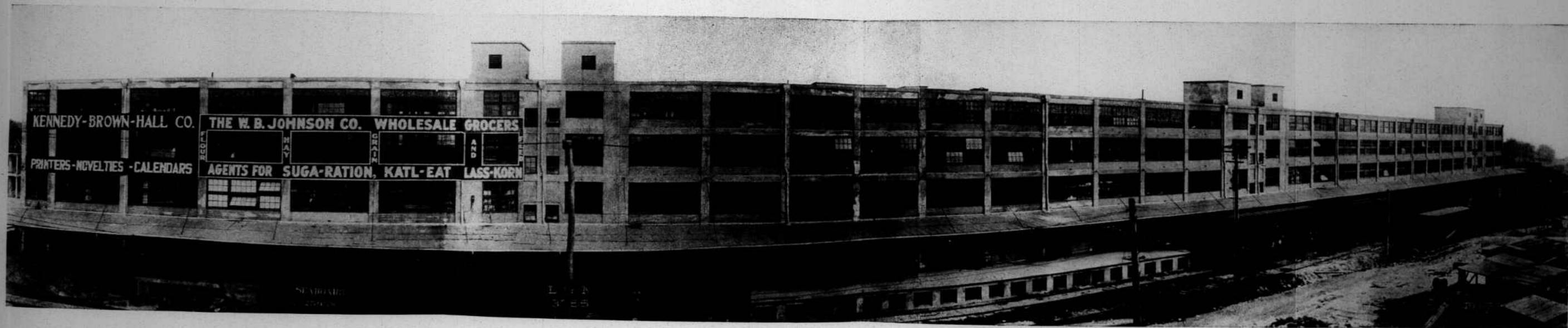
This matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 15th day of December, 1914, pursuant to Notice No. 64, dated November 30, 1914. And the Atlantic Coast Line Railroad Company, having filed its written answer to the charges set out in said notice, then and there appeared by W. E. Kay, Assistant General Counsel, J. N. Brand, General Superintendent. There also appeared as witnesses on behalf of the said company W. A. Kelsey and C. W. Telford, conductors; and W. S. Taylor, the original complainant in the said matter, appeared in his own behalf. And after taking the testimony of the said witnesses, and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And, now, on this day, the said matter coming on for further and final consideration, the Railroad Commissioners, being fully advised in the premises, do find from the evidence adduced at the said hearing that the said charges against the Atlantic Coast Line Railroad Company are not sustained.

Wherefore, it is considered, ordered and adjudged by the said Commissioners that the said charges be and they are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 14th day of January, A. D. 1915.

R. HUDSON BURR, Chairman.



WAREHOUSE OF UNION TERMINAL COMPANY, JACKSONVILLE, FLA.

ORDER NO. 469.
FILE NO. 3640.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF AMENDMENT OF RULES.

In pursuance of Notice No. 55, dated the 21st day of August, 1914, the Railroad Commissioners of the State of Florida, being in session at their office on the 23rd day of September, 1914, at 10 o'clock in the morning, then and there took under consideration the matter of the amendment of Rules specified and set out in Notice No 55, and then and there appeared the following: C. A. Carpenter, Assistant General Freight Agent, Seaboard Air Line Railway; J. F. Mead, Assistant General Freight Agent, and W. E. Kay, Assistant General Counsel, Atlantic Coast Line Railroad Company; M. T. Sollar, Freight Claim Agent, Georgia, Florida & Alabama Railway Company; W. F. Buchannon, Auditor, and John M. Cutler, General Freight Agent, Georgia, Southern & Florida Railway Company; W. F. Kaderly, General Superintendent, Georgia, Southern & Florida Railway Company; T. M. True, General Freight Agent, Apalachicola Northern Railroad Company; L. J. Rowell, General Freight Agent, Atlanta & St. Andrews Bay Railway Company; W. C. Dillard, Division Freight Agent, and J. E. D. Yonge, Attorney, Louisville & Nashville Railroad Company; G. C. Willings, General Traffic Manager, Gulf, Florida & Alabama Railway Company; J. B. Livingston, Route Agent, and R. J. Doss, Chief Clerk, Atlantic Coast Line Railroad Company; and R. P. Hopkins, Traffic Manager, Live Oak, Perry & Gulf Railroad Company. And all who so desired were fully heard. And, thereupon, the said matter was taken under advisement.

And, now, on this day, the said matter coming on for further consideration, and the said Railroad Commissioners being advised in the premises, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the Rules and Regulations heretofore adopted and promulgated by them for the government of the transportation of persons and property be and the same are hereby amended as hereinafter set out:

1. The said Rules and Regulations are hereby amended by striking out of the heading the following language, to-wit:

"For the Government of the Transportation of Persons and Property on the Railroads in Florida,"
and by inserting in lieu thereof the following:

"For the Government of the Transportation of Persons and Property by Common Carriers in Florida."

2. Rule 6 of the "General Rules" is hereby amended to read as follows:

"6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route; and any route lying wholly within this State, by which the initial movement of such shipment can be made over the rails of such receiving carrier, and by which such shipment will be delivered promptly and safely, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered, and provided, further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State, over which the lowest charges for transportation apply."

3. Rule 17 of the "Rules Governing the Transportation of Freight" is hereby amended to read as follows:

"17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier."

4. Rule 19 of the "Rules Governing the Transportation of Freight" is hereby amended to read as follows:

"19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no railroad which is a party to the haul shall charge or receive for its services in connection with such shipment more

than its maximum rate for the distance hauled by it, less ten per cent. when the entire haul is over two lines, nor more than its maximum rate less twenty per cent. when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected, or received by any such roads as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them."

5. The following rule, to be known as Rule 14 of the General Rules, is hereby adopted, to-wit:

"14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual bona fide money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof."

6. The following rule, to be known as Rule 12 of the General Rules," is hereby adopted, to-wit:

"12. Every railroad company shall report to the Railroad Commissioners immediately by telegram any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees or others.

"All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and the track, and the number of persons killed or wounded.

"This Rule shall not apply to simple derailments of freight cars, or yard engines, when switching or shifting in yards, except when some person is killed or in-

jured, in which case, a report shall be made as in other cases."

7. The following rule, to be known as Rule 15 of the "General Rules," is hereby adopted, to-wit:

"15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This Rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made."

And it is further ordered and adjudged that the amendments and new rules herein adopted and prescribed shall take effect on the 20th day of February, 1915.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this 15th day of January, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 470.

FILE NO. 2988.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ERECTION, OPERATION
AND MAINTENANCE OF A UNION PASSENGER
DEPOT IN OCALA.

After due and lawful notice to the Atlantic Coast Line Railroad Company, the Seaboard Air Line Railway, the Ocala Northern Railroad Company and the Ocala & Southwestern Railroad Company, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at the Court House in Ocala, Florida, at 10

o'clock a. m., on the 13th day of October, 1914, for the purpose of hearing and considering whether or not the above mentioned railroads and railroad companies, or any two or more of them, ought to be required to join in the erection of a joint passenger station, or union depot, and to consider and determine the size, dimensions and arrangements of such joint passenger station, or union depot, and with what conveniences and facilities the same ought to be equipped, and to consider and determine the location of the same, and to consider and determine such other matters in the premises as might arise. And on the said date, to-wit, the 13th day of October, 1914, at Ocala, Florida, then and there appeared the Atlantic Coast Line Railroad Company, by J. N. Brand, its General Superintendent, H. O. McArthur, its Superintendent, and M. R. Williams, its Agent; the Seaboard Air Line Railway, by T. W. Parsons, its Superintendent; the Ocala Northern Railroad Company, by S. P. Hollinrake, its Superintendent, and H. M. Hampton, its Attorney; the Ocala & Southwestern Railroad Company, by W. W. Condon, its General Agent; and the Board of Trade of Ocala then and there appeared by the following committee: R. F. Rogers, Frank Harris, D. E. McIver, George Rentz, B. H. Seymour, Jake Brown, A. C. Cobb, L. W. Duval, Fred Hocker, J. D. Rooney and George MacKay, and others, who were heard. And the said railroads and railroad companies and the said committee of the Board of Trade were fully heard in the premises by the production of evidence and otherwise.

And it appearing to the Commissioners that the Ocala Northern Railroad Company and the Ocala & Southwestern Railroad Company ought not to be required to join in the erection of a joint passenger station, or union depot, but that conditions at Ocala require the erection of a joint passenger station, or union depot, by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway.

Now, therefore, in consideration of the premises, we, the Railroad Commissioners of the State of Florida, do hereby order and adjudge that the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway shall erect, operate and maintain a joint passenger station, or union depot, in the City of Ocala, Florida, with the following conveniences and facilities, to-wit:

A waiting room for white passengers containing not less

than 1200 square feet of floor space, with a ladies' rest room connected thereto, which shall contain not less than 165 square feet of floor space, and a toilet room with not less than 50 square feet of floor space. Also a smoking room for men, connected to the said waiting room, to contain not less than 165 square feet of floor space, with a toilet room to contain not less than 50 square feet of floor space.

A waiting room for colored passengers containing not less than 800 square feet of floor space, with closet facilities for men of not less than 100 square feet of floor space, and same for women of not less than 100 square feet of floor space.

A suitable and sufficient baggage room, with approaches and platforms of concrete, or other suitable material.

A canopy, or umbrella shed, which shall be joined to the depot and shall extend along the track of the Seaboard Air Line Railway for a distance of 250 feet, and a similar shed of like dimensions along the track of the Atlantic Coast Line Railroad Company, for the comfort and convenience of passengers entraining and detraining.

And it is further ordered that the said station and the approaches thereto shall be adequately lighted, either by electric lights, or other lights of equal power and efficiency.

And it is further ordered that the said joint passenger station, or union depot, shall be located at the crossing of the Atlantic Coast Line Railroad Company's track with the track of the Seaboard Air Line Railway in the northern part of the City of Ocala, near the present depot of the Seaboard Air Line Railway.

And it is further ordered that the said Atlantic Coast Line Railroad Company and the said Seaboard Air Line Railway shall begin the construction and erection of the said joint passenger station, or union depot, on or before the 1st day of November, 1915, and that the same shall be completed and ready for use within six months thereafter.

And it is further ordered that the plans of said station or depot shall be submitted to the said Railroad Commissioners on or before the 1st day of September, 1915.

And it is further ordered that the Ocala Northern Railroad Company and the Ocala & Southwestern Railroad Company, or either of them, have the consent of this Commission to join in the erection of such joint passenger station, or union depot, if they, or either of them, so desire; or they, or either of them, shall have the right to enter

such joint passenger station, or union depot, upon such terms and for such rates for the use of such joint passenger station, or union depot, and the privileges thereof as are just and reasonable. The privileges hereby extended to the Ocala Northern Railroad Company and the Ocala & Southwestern Railroad Company shall in no way delay, or interfere with the execution of this Order by the Atlantic Coast Line Railroad Company and the Seaboard Air Line Railway.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, this 16th day of January, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 471.

FILE NO. 3745.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF ESTABLISHING A PERMA-
NENT AGENCY AT GOULDS.

This matter came on for consideration upon the notice issued by the Railroad Commissioners of the State of Florida to the Florida East Coast Railway Company, notifying the said railway company that the said Railroad Commissioners would be in session at Tallahassee on the 19th day of January, 1915, to consider and determine whether or not they ought to make an order requiring the said railway company to establish and maintain a permanent agency at Goulds, in response to which notice the said railway company, by J. P. Beckwith, its Vice-President, advised that such permanent agency would be established and become effective the first day of February, 1915. Whereupon the said Railroad Commissioners took no further action with respect to said hearing upon condition that said agency should be established as agreed by said railway company. And, now, said railway company, by its said Vice-President, J. P. Beckwith, having advised the Railroad Commissioners that a permanent agency was opened at Goulds on the first day of February, 1915.

It is therefore considered, ordered and adjudged by the said Railroad Commissioners that the said proceedings for the establishment of a permanent agency at Goulds aforesaid be and the same are hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 10th day of February, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 472.

FILE NO. 3756.

THE RAILROAD COMMISSIONERS OF THE STATE
OF FLORIDA.

IN THE MATTER OF FREIGHT AND PASSENGER
RATES FOR THE EAST & WEST COAST RAIL-
WAY.

This matter coming on this day for consideration upon the application of East & West Coast Railway for an Order prescribing freight and passenger rates for the said railway, and the Commissioners being fully advised in the premises, it is hereby ordered and adjudged that the following schedule of freight rates be allowed and prescribed for the use of East & West Coast Railway, the same to be governed by the classification of the Florida Railroad Commission, from and after this date:

(Rates found elsewhere in Report.)

It is further ordered that the local mileage rates on sugar cane to sugar and syrup factories, and rates on cotton pressed in bales, as shown on page 159, the local mileage rates on fruits and vegetables, as shown on pages 164 and 165, and rates on phosphate, as shown on pages 157 and 158 of the Seventeenth Annual Report of the Railroad Commissioners, are hereby prescribed for the said East & West Coast Railway,—and

It is further ordered that the said railway will be allowed the following passenger rates:

Straight, one way, fare—4c per mile;

Round trip ticket, good for 5 days, exclusive of day of sale, 3c per mile.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this 13th day of February, A. D. 1915.

R. HUDSON BURR, Chairman.

ORDER NO. 473.

FILE NO. 3738.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE TEMPORARY SUSPENSION OF CLASS P RATES.

After due and lawful notice to the following railroad companies and common carriers doing business wholly or in part within the State of Florida:

Apalachicola Northern Railroad Company,
Atlanta & St. Andrews Bay Railway Company,
Birmingham, Columbus & St. Andrews Railroad Company,

Florida, Alabama & Gulf Railroad Company,
Gulf, Florida & Alabama Railway Company,
Live Oak, Perry & Gulf Railroad Company,
Madison Southern Railway Company,
Marianna & Blountstown Railroad Company,
Lake Hancock & Clermont Railroad,
Ocala & Southwestern Railroad Company,
Pensacola & Perdido Railroad Company,
Pensacola, Alabama & Tennessee Railroad Company,
South Georgia Railway Company,
Tampa & Jacksonville Railway Company,
Tavares & Gulf Railroad Company,
Georgia & Florida Railway Company,

which Notice was Notice No. 72, and dated the 9th day of February, 1915, this matter came on for consideration before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 25th day of February, 1915, at ten o'clock in the morning; and then and there appeared the following shippers, to-wit:

Georgia-Florida Saw Mill Association, by F. E. Waymer, President, and G. A. Cartwright, Traffic Manager;

East Coast Lumber Company, by J. W. Layne; Graves Brothers, by Y. L. Watson, Counsel; J. S. Betts & Company, by Jacob Vickers and George T. Bettes, Secretary and Treasurer; Taylor County Lumber Company, by J. C. O'Rourke; McNair Lumber Company, by C. B. McNair, and Standard Lumber Company, by H. W. Taylor, President.

And then and there also appeared the following railroad companies and common carriers:

Gulf, Florida & Alabama Railway Company, by G. C. Willings, General Traffic Manager; Atlanta & St. Andrews Bay Railway Company, by L. J. Rowell, General Freight Agent, and A. A. Holmes, Auditor; Apalachicola Northern Railroad Company, by T. M. True, General Freight Agent; Tampa & Jacksonville Railway Company, by H. W. Waits, General Superintendent; Tavares & Gulf Railroad Company, by J. R. Peebles, General Manager, and Live Oak, Perry & Gulf Railroad Company, by R. P. Hopkins, Traffic Manager.

The Railroad Commissioners of the State of Florida then and there caused to be duly sworn the following witnesses:

G. C. Willings, L. J. Rowell, T. M. True, H. W. Waits, G. A. Cartwright, F. E. Waymer and R. P. Hopkins, who, under oath, gave evidence as to the reasonableness and justice of an order temporarily suspending as to the above named railroad companies and common carriers, Class P rates prescribed by Order No. 431; and all parties who desired were fully heard.

And the Commissioners took the said matter under advisement.

And, now, on this day, the said matter came on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence taken in the manner aforesaid, that from changed conditions it is reasonable and just that the Class P rates prescribed by Order No. 431 should be temporarily suspended as to the railroads and common carriers herein first named and that higher Class P rates should be temporarily allowed said railroad companies and common carriers.

It is therefore ordered and adjudged by the Railroad Commissioners of the State of Florida, that, as to the railroad companies and common carriers herein first named, said Order No. 431 and the rates thereby prescribed, be

and the same are hereby suspended from the 15th day of March, 1915, to the 31st day of December, 1915, inclusive.

It is further ordered and adjudged that the railroad companies and common carriers herein first named are authorized and allowed to put in force and effect on the 15th day of March, 1915, to continue to and including the 31st day of December, 1915, the Class P rates which were in force and effective on said railroads and common carriers on the date that said Order No. 431 became effective.

It is further ordered and adjudged that after the 31st day of December, 1915, this order shall cease to be operative, and the rates prescribed by Order No. 431 shall, on the 1st day of January, 1916, without further order, become of full force and effect upon the lines of the railroad companies and common carriers herein first named.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 27th day of February, 1915.

R. HUDSON BURR, Chairman.

RULES AND REGULATIONS

**For the Government of the Transportation of
Persons and Property by Common Carriers
in Florida, as Revised to
Date.**

**RAILROAD COMMISSION,
STATE OF FLORIDA,
TALLAHASSEE, FLA., MARCH 1, 1915.**

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

**R. HUDSON BURR, *Chairman.*
NEWTON A. BLITCH,
ROYAL C. DUNN,**

Commissioners.

J. WILL YON, Secretary.

SECTION 1—GENERAL RULES.

COMPLAINTS.

1. All complaints made to the Commission shall be in writing, and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year, ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the General Manager (if there be one) or Superintendent or other principal officer in charge, and the Treasurer or Auditor; the annual reports to be verified by the affidavits of the President, Superintendent or General Manager, and Auditor or Treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs

or other advantage in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place, and keep the same continually posted at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route; and any route lying wholly within this State by which the initial movement of such shipment can be made over the rails of such receiving carrier, and by which such shipment will be delivered promptly and safely, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This Rule shall

not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered, and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage, or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENTS, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such requirements shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employees, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This Rule shall not apply to simple derailments of freight cars, or yard engines, when switching or shifting in yards, except when some person is killed or injured, in which case a report shall be made as in other cases.

CARRIERS SHALL POST NOTICES OF REGULATIONS.

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulation of their business as the Railroad Commissioners may direct.

CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets, or mileage books issued free, or for other than actual bona-fide money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

CARRIERS SHALL MAKE REFUND OF OVERCHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services, including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This Rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS.

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATION OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of

shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars) are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free, or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other

passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section, but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors in their respective cars to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CANNOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may in their discretion shorten the time of application, for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT.

CONNECTING RAILROADS UNDER SAME MANAGEMENT.

1. All connecting railroads which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates, which shall not be transcended. They may, however, carry at less than the rates allowed and adopted; provided that, if they carry for less for one person, they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent at all stations along the line of road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such competing point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. The term common carrier is used in this rule in the sense defined in the statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES ON SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charge shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

SHIPPERS TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.

2,000 pounds and under 3,000, \$3.00 for extra handling.

3,000 pounds and under 4,000, \$5.00 for extra handling.

4,000 pounds and under 5,000, \$7.00 for extra handling.

5,000 pounds and under 6,000, \$8.00 for extra handling.

6,000 pounds and under 7,000, \$10.00 for extra handling.

Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless other-

wise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for, if in excess of such carload minimum. When, however, articles shipped as above are in classes N, O or P the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and "like articles, when intended to be used as fertilizers, to wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, super-phosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at GROSS WEIGHT, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight such estimated weight will apply. When the actual weight of the articles named below *cannot be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article.	Weight.
Cement, Portland, per barrel.....	400 pounds
Cement, except Portland, per barrel.....	300 pounds
Clay, per cubic yard.....	3,000 pounds
Coal, per bushel.....	80 pounds
Coke, per bushel	40 pounds
Gravel, per cubic yard.....	3,200 pounds
Laths, green, per 1,000	700 pounds
Laths, seasoned, per 1,000	550 pounds
Lime, Rockland, per barrel.....	230 pounds
Lime, other than Rockland, per barrel.....	210 pounds
Lime, per bushel	80 pounds
Lumber, ash or black walnut, green, per 1,000 feet	4,500 pounds
Lumber, ash or black walnut, seasoned, per 1,000 feet	4,000 pounds
Lumber, elm, hickory, or oak, green, per 1,000 feet	6,000 pounds
Lumber, elm, hickory or oak, seasoned, per 1,000 feet	4,500 pounds
Lumber, white pine or poplar, green, per 1,000 feet	4,000 pounds
Lumber, white pine or poplar, seasoned per 1,000 feet	3,000 pounds

Lumber—Yellow Pine, rough:

Boards under 2 in., green, per 1,000 feet..	5,500 pounds
Boards under 2 in., seasoned, per 1,000 feet..	4,250 pounds
Framing, 2x4 to 4x8, green, per 1,000 feet..	5,000 pounds
Framing, 2x4 to 4x8, seasoned, per 1,000 feet	4,000 pounds
Timbers, 6x6 and up, green, per 1,000 feet.	4,500 pounds

Lumber, Dressed, per 1,000 feet—Cypress, Gum, Poplar and Yellow Pine, viz:

Bevel Siding, from 1 in. stock, seasoned...	1,100 pounds
Bevel Siding, from 5.4 in. stock, seasoned.	1,500 pounds
Ceiling, 5-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	1,100 pounds
Ceiling, 7-16 in. net, $3\frac{1}{4}$ in. face, seasoned..	1,400 pounds
Ceiling, 9-16 in. net, $3\frac{1}{4}$ in. face, seasoned.	1,600 pounds
Ceiling, 11-16 in. net, $3\frac{1}{4}$ in. face, seasoned.	2,000 pounds
Ceiling or Partition, 5-8 in. net, seasoned..	1,700 pounds
Ceiling or Partition, $\frac{3}{4}$ in. net, seasoned...	2,100 pounds
Drop siding, seasoned	2,250 pounds
Finish, 1x4 in. and up, dressed four sides seasoned	2,850 pounds
Flooring, 13-16 in. and $2\frac{1}{2}$ and $3\frac{1}{4}$ face, sea soned	2,250 pounds
Flooring, 13-16 in. and $2\frac{1}{2}$, $3\frac{1}{2}$ and $5\frac{1}{4}$ face, seasoned	2,400 pounds
N. O. S., seasoned	3,000 pounds
N. O. S., green	4,000 pounds
Lumber, N. O. S., green, per 1,000 feet....	6,000 pounds
Lumber, N. O. S., seasoned, per 1,000 feet.	4,000 pounds
Sand, per cubic yard	3,000 pounds
Shingles, green, per 1,000	550 pounds
Shingles, seasoned, per 1,000	450 pounds
Staves, heading or hoop-poles, green, car loaded to depth of 43 inches, per car...	30,000 pounds
Staves, heading or hoop-poles, seasoned, car loaded to depth of 50 inches, per car.	30,000 pounds
Stone, not dressed, per cubic foot.....	160 pounds
Tan Bark, green per cord.....	2,600 pounds
Tan Bark, seasoned, per cord.....	2,000 pounds
Telegraph Poles, Fence Posts, or Rails, per cord	3,500 pounds
Turpentine, in barrels, per barrel.....	432 pounds
Wood, green, per cord	3,500 pounds
Wood, seasoned, per cord	3,000 pounds

ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than two dollars per car, without regard to its weight or contents, will be allowed, except to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this Rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads said maximum charge of two dollars shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching, or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber consigned to and arriving at the City of Jacksonville, from points in this State to any planing mill in the

Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

LOWEST RATE TO BE CHARGED.

18. Whenever there is any conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

JOINT RATES.

19. On intra-state shipments of freight passing over two or more lines, and not governed by Rule 1, no railroad which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less ten per cent, when the entire haul is over two lines, nor more than its maximum rate less twenty per cent, when

the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected, or received by any such roads as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the Traffic Manager or General Freight Agent of the Company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt, and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last

transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public, is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established,

pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed, suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, That this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

25. When any car of lumber is loaded in excess of its marked carrying capacity the excess may be charged for at double the lumber rate; but any railroad company may refuse to transport any car of lumber loaded in excess of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport the same at the regular lumber rate.

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee (Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000)

inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts, and may be reduced by agreement between railroads, but all such agreements must, under Section 2907, of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall re-load said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the consignee, stating the initials and numbers of the car into which the shipment has been transferred as well as of the car from which the transfer was made.

Such re-loading must not take place except under circumstances which would legally justify it.

SECTION 4 — RULES AND REGULATIONS GOVERNING TRANSPORTATION OF LIVE STOCK.

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second-class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTIMATED WEIGHTS.

One horse, mule or horned animal, except as specified below	2,000 pounds
Two horses, mules or horned animals, ex- cept as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each	3,000 pounds
Each cow and calf together, not crated...	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated....	1,000 pounds
Yearling cattle, except bulls, not crated, each	1,000 pounds
Colts, under one year old, except stallions, not crated	1,000 pounds
Calves, under one year old, not crated....	1,000 pounds
Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds

Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as Sheep.	
Kids, same as Lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than	100 pounds

In no case shall the charge for less than a carload of live stock exceed the charge for a carload.

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each.
Horses and mules, not over	\$ 75.00
Horned cattle, not over	30.00
Stallions, jacks and bulls, not over.....	150.00
Lambs, calves, hogs or sheep, not over.....	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of 100 per cent or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any damage to animals, whether caused by their own actions, or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment, on the train with the stock, to care

for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE . RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, if goods are not removed in conformity with the following rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

LEGAL NOTICE.

Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends seventy-two (72) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours' additional free time to be added to the seventy-two (72) hours to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given.

RULE IV.

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within seventy-two (72) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), ninety-six (96) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided, however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three

shall not be liable to demurrage by any railroad company until after the expiration of ninety-six (96) hours. Any fraction of a day shall be considered a day.

RULE V.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give the consignor legal notice of such refusal; and if he shall not, within three days thereafter, give directions for the re-shipment or unloading of such goods, he shall thenceforth become liable to such carrier for the demurrage upon the car or cars in which they are stored to the same extent, and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of a carrier.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would have otherwise accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be de-

livered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.

RULE VIII.

CARS HELD FOR SHIPPING DIRECTIONS.

Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within forty-eight (48) hours except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held.

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the

depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

PER DIEM CHARGE ALLOWED CONSIGNEES.

When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within seventy-two (72) hours (not including Sundays or legal holidays), computed from 10 A. M., the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed.

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are

liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or ware house, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule wherever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each succeeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, a charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

RULE XV.

STORAGE CHARGES ON BAGGAGE FOR SEABOARD AIR LINE RAILWAY.

For all articles of baggage, consisting of trunks, valises, packages, etc., remaining on hand at station more than twenty-four hours, a storage charge will be allowed of twenty-five cents for the second day of twenty-four hours, or part thereof, until the seventh day. If the baggage remains on hand from eight to thirty days, the charge will be one dollar.

If the second month is entered upon, charges should be made as in first month, except that ten cents instead of twenty-five cents should be charged for the first day of the second month.

When baggage arrives between 3 p. m. Saturday and 3 p. m. Sunday it shall be held without charge until 3 p. m. Monday.

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company

shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the railroad company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for

each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations within a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in

writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

SCHEDULE OF PASSENGER RATES.

Operated by the Railroads in Florida.

Railroads Charging 3 Cents per Mile:

Charlotte Harbor & Northern Railway.
Florida Railway.
Georgia, Florida & Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Alabama and Tennessee Railroad.
Georgia and Florida Railway.
Live Oak, Perry & Gulf Railroad.
Louisville & Nashville Railroad.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Birmingham, Columbus & St. Andrews Railroad.
East and West Coast Railway.
Fellsmere Railroad.
Florida, Alabama & Gulf Railroad.
Gulf, Florida & Alabama Railroad.
Lake Hancock & Clermont Railroad.
Madison Southern Railroad.
Marianna and Blountstown Railroad.
Melrose Railroad.
Ocala Northern Railway.
Ocala and Southwestern Railroad.
South Georgia Railway.
Standard and Hernando Railway.
Tampa and Gulf Coast Railway.
Tavares and Gulf Railway.

Railroads Charging 4 Cents per Mile:

Tampa and Jacksonville Railroad.

The Atlantic Coast Line Railroad Charges 2½ Cents per Mile, Except the following Branches, Which Charge 3 Cents:

Florida Midland.
 Homosassa Branch.
 Newberry to Perry Extension.
 Oviedo Branch.
 Sanford Branch.
 Sanford and Tavares.
 St. Cloud Sugar Belt.
 Sanford and St. Petersburg.
 St. Johns and Lake Eustis.
 Tampa and Thonotassassa.
 Tiger Bay Branch.
 Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2½ Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Fernandina to Baldwin.
 Monticello to Drifton.
 Tallahassee to St. Marks.
 Starke to Wannee.
 Waldo to Cedar Keys.
 Wildwood to Lake Charm.
 Lake Charm to Winter Park.
 Sumterville Junction to Sumterville.
 Archer to Eagle Mine.

**SCHEDULE
OF
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Clermont Railroad, Tampa & Jacksonville, Standard & Hernando, Woodville Railroad, Marianna & Blountstown, Ocala Northern, Tampa & Gulf Coast Railroads, Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Lake Hancock & Clermont, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company, Melrose Railroad, East & West Coast Ry.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.														Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.		Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	See Pages 178-180.	For Class P Rates.	8
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00		12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00		13	
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00		14	
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00		15	
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00		16	
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00		17	
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00		18	

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	32
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	32
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	33
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	34
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA FOR THE FLORIDA RAILWAY, THE LIVE OAK, PERRY & GULF RAIL-
ROAD, THE SOUTH GEORGIA AND WEST COAST RAILWAY, THE MADISON SOUTHERN RAILWAY.

STATIONS.	PER HUNDRED POUNDS.															Per Barrel.	Per 100 Pounds.	Per Ton.	Per Car Load.	Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	V
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	See Pages 178-180. For Class P Rates	8	...
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	...
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	...
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	...
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	...
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	...
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	...
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00		15	...

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUISVILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load. Per 100 Pounds.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00		8
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00		9
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00		10
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00		11
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00		12
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00		13
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00		14
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00		15
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00		16
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00		17
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00		18
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00		19

*For Class P Rates, see Pages 178-180.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.		Per Ton.		Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R					
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00		20					
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00		21					
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00		22					
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00		23					
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00		24					
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00		24½					
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00		25					
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50		25½					
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00		26					
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00		26½					
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00		27					
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00		27½					
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00		28					

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

*For Class P Rates, see Pages 178-180.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.																Per Barrel.		Per 100 Lbs.		Per Ton, 2000 Lbs.		Per Carload.				Per 100 Lbs.	Per Stand'rd Box			Per Stand'rd Crate.		
				Per Barrel.	Per 100 Lbs.																															
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G			V									
																									C.L.	L.C.L.	C.L.	L.C.L.								
10 Miles and under.....				24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates, see Pages 178-180.	8	8	11	6	9									
20 Miles and over 10 Miles....				28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	9									
30 " " " 20 Miles....				32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10									
40 " " " 30 Miles....				36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10									
50 " " " 40 Miles....				40	38	35	30	25	20	15	14	14	11	25	30	20	10 ⁵	1 30	1 40	18 00	16 00		12	10	13	8	11									
60 " " " 50 Miles....				44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00		13	11	14	8	11									
70 " " " 60 Miles....				48	46	41	34	30	24	17	17	17	13	30	34	23	11 ⁵	1 50	1 60	22 00	18 00		14	12	15	9	12									
80 " " " 70 Miles....				52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00		15	13	16	9	12									
90 " " " 80 Miles....				56	53	46	38	33	26	19	19	19	14	33	38	25	12 ⁵	1 70	1 75	26 00	20 00		16	14	17	10	13									
100 " " " 90 Miles....				60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00		17	15	18	10	13									
110 " " " 100 Miles....				62	58	50	41	35	30	21	21	21	15	35	41	29	13 ⁵	1 80	1 90	29 00	22 00		18	16	19	11	14									
120 " " " 110 Miles....				64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00		19	17	20	11	14									
130 " " " 120 Miles....				66	61	55	43	37	32	23	23	23	18	37	43	31	14 ⁵	1 90	2 00	31 00	24 00	20	18	21	12	15										
140 " " " 130 Miles....				68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15										

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 ^p	2 00	2 10	33 00	26 00
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 ^p	2 10	2 20	35 00	28 00
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 ^p	2 15	2 21	36 00	29 00
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 ^p	2 16	2 22	37 00	30 00
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 ^p	2 17	2 23	38 00	30 50
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00

For Class P Rates, see Pages 178-180.

22	20	23	13	16
23	20	23	13	16
24	21	24	14	17
24 ^q	21	24	14	17
25	22	25	15	18
25 ^q	22	25	15	18
26	23	26	16	19
26 ^q	23	26	16	19
27	24	27	17	20
27 ^q	24	27	17	20
28	25	28	18	21
28 ^q	25	28	18	21
29	26	29	19	22
29 ^q	26	29	19	22
30	27	30	20	23
30	27	30	20	23
31	28	31	21	24
31	28	31	21	24
32	28	31	21	24
32	29	32	22	25
33	29	32	22	25
34	29	32	22	25
34	30	33	23	26
35	30	33	23	26
35	30	33	23	26
36	31	34	24	27

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.													Per Barrel. Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.					Per 100 Lbs.	Per Stand'rd Box.		Per Stand'rd Crate.	
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G C.L. L.C.L.		V C.L. L.C.L.				
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates, see Pages 178-180.	37	31	34	24	27		
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27		
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28		
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28		
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28		
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	33	36	26	29		
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29		
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29		
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	34	37	27	30		
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00		40	34	37	27	30		
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30			
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31			
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31			
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31			
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.															Per Barrel.		Per 100 Lbs.		Per Ton 2,000 Lbs.		Per Car Load.				Per 100 Lbs.		Per Standard Crate.	
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V							
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	See Pages 178-180. For Class P Rates.	8	10	8							
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8							
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8							
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9							
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9							
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10							
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11							
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11							
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10	17	16	12								
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	12								
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10	18	17	12								

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.																Per Barrel.		Per Ton 2,000 Pounds.	Per Car Load.				Per 100 Pounds. Oranges per box 80 lbs. Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		P	R			
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	For Class P Rate See Pages 178-180.	8	10	8		
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00		9	11	8		
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50		11	12	8		
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00		12	12	9		
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20		13	13	9		
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60		14	13	9		
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00		15	14	10		
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00		16	14	10		
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10	17	15	10			
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	10			
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10	18	15	11			
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10	19	15	11			

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA. BY THE PENSACOLA, ALA-
BAMA AND TENNESSEE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

*For Class P Rates, see Pages 178-180.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																CARLOADS.				
																	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		Oranges, box 80 Lbs. Veg'bles, Cr't 50 Lbs.
																			Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.	
See Note Below.	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal			
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10 8
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11 8
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12 8
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12 9
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13 9
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13 9
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14 10
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14 10
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15 10
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15 10

Note—For Class P Rates, see Pages 178-179.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

12-R. R.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.															Per Barrel.	Per 100 Pounds.	Per Ton.	PER CAR LOAD.					Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P	R	G	V				
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00	For Class P Rates See Page 180.	5	13	10				
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00		6	13	10				
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00		7	13	10				
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00		8	13	10				
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00		9	13	10				

CLASS P. RATES

Effective on the Following Railroads:

Atlantic Coast Line R. R.
 Seaboard Air Line Railway.
 Georgia, Southern & Florida Railway.
 Florida Railway.
 Louisville & Nashville R. R.
 Georgia, Florida & Alabama Railway.
 Florida East Coast Railway.
 Tampa & Gulf Coast Railroad.
 Fellsmere R. R.
 Standard & Hernando R. R.
 Melrose R. R.
 Ocala Northern R. R.
 Charlotte Harbor & Northern Ry.

5 miles and under	.....	4.00
10 miles and over	5.....	5.00
15 miles and over	10.....	6.80
20 miles and over	15.....	6.80
25 miles and over	20.....	7.60
30 miles and over	25.....	7.60
35 miles and over	30.....	8.40
40 miles and over	35.....	8.40
45 miles and over	40.....	9.20
50 miles and over	45.....	9.20
55 miles and over	50.....	10.00
60 miles and over	55.....	10.00
65 miles and over	60.....	10.30
70 miles and over	65.....	10.30
75 miles and over	70.....	11.10
80 miles and over	75.....	11.10
85 miles and over	80.....	11.90
90 miles and over	85.....	11.90
95 miles and over	90.....	12.70
100 miles and over	95.....	12.70
110 miles and over	100.....	13.00
120 miles and over	110.....	13.80
130 miles and over	120.....	14.60
140 miles and over	130.....	14.90
150 miles and over	140.....	15.70
160 miles and over	150.....	16.50

170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20

The above rates, for distances up to and including 400 miles were put into effect by the Commission's Order No. 431. Rates for distances over 400 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners.

CLASS P RATES.

Effective from March 15, 1915, to December 31, 1915, inclusive, on the following Railroads:

Apalachicola Northern R. R. Co.

Atlanta & St. Andrews Bay Ry. Co.

Birmingham, Columbus & St. Andrews R. R. Co.

Florida, Alabama & Gulf R. R. Co.
 Gulf, Florida & Alabama Ry. Co.
 Live Oak, Perry & Gulf R. R. Co.
 Madison Southern Ry. Co.
 Marianna & Blountstown R. R. Co.
 Lake Hancock & Clermont R. R.
 Ocala & Southwestern R. R. Co.
 South Georgia Ry. Co.
 Tampa & Jacksonville Ry. Co.
 Tavares & Gulf R. R. Co.
 Georgia & Florida Railway Co.
 East and West Coast Ry.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00
90 miles and over 80 miles.....	13.00
100 miles and over 90 miles.....	14.00
110 miles and over 100 miles.....	14.00
120 miles and over 110 miles.....	15.00
130 miles and over 120 miles.....	16.00
140 miles and over 130 miles.....	16.00
150 miles and over 140 miles.....	17.00

After the 31st day of December, 1915, the above rates cease to be effective, and will be automatically superseded by Class P rates carried in the Commission's Order No. 431,—except, above Class P rates continue in effect on East and West Coast Ry. after December 31, 1915, unless otherwise ordered.

CLASS P RATES.

Effective on the Pensacola & Perdido R. R. and the Pensacola, Alabama & Tennessee R. R. from March 15, 1915, to December 31, 1915:

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

After the 31st day of December, 1915, the above rates cease to be effective and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

**RATE ON PHOSPHATE BETWEEN POINTS WITH-
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided Further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided Further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, However, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95

Minimum, 15 tons to a car.

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31
130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35

180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

RATES ON CANE SYRUP AND MOLASSES.

Applicable on the Seaboard Air Line Railway in Florida.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21
390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26

**Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.**

FOR THE SOUTHERN EXPRESS COMPANY.

**LOCAL COMMODITY MILEAGE SCALE RATES.
Solely Within the State of Florida.**

The following rates on Fruit and Vegetables will apply on all shipments between local points on

FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	40	30
10	20	25	25	170	180	40	30
20	30	25	25	180	190	40	30
30	40	30	25	190	200	40	35
40	50	30	25	200	210	45	35
50	60	30	25	210	220	45	35
60	70	35	25	220	230	45	40
70	80	35	25	230	240	45	40
80	90	35	25	240	250	45	40
90	100	35	25	250	275	50	45
100	110	35	25	275	300	55	50
110	120	35	25	300	325	60	50
120	130	35	25	325	350	60	55
130	140	35	25	350	375	60	55
140	150	40	30	...	...	..	..
150	160	40	30	...	...	..	..

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

CLASSIFICATION.

Tariff "A."

FRUIT: Oranges, Lemons, *Limes, Grapefruit, Pineapples, in

standard crates of 80 pounds. Barrels or Barrel Crates double the crate rate.

*Limes, in standard crates of 50 pounds, Tariff "B."

Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL COMMODITY MILEAGE SCALE RATE.

Solely Within the State of Florida.

The following rates on Fruit and Vegetables will apply on all shipments between local points on any one of the railroads in the State of Florida, except, the Florida East Coast Railway:

Over Miles	Not Over Miles	Per Package		Over Miles	Not Over Miles	Per Package	
		Tariff "A"	Tariff "B"			Tariff "A"	Tariff "B"
1	10	25	25	160	170	35	25
10	20	25	25	170	180	35	25
20	30	25	25	180	190	35	25
30	40	25	25	190	200	35	25
40	50	25	25	200	210	40	30
50	60	30	25	210	220	40	30
60	70	30	25	220	230	40	30
70	80	30	25	230	240	40	30
80	90	30	25	240	250	40	30
90	100	30	25	250	275	45	35
100	110	30	25	275	300	45	35
110	120	30	25	300	325	45	40
120	130	30	25	325	350	50	40
130	140	30	25	350	375	50	40
140	150	35	25	375	400	50	40
150	160	35	25	400	...	50	40

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower special rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

CLASSIFICATION.

Tariff "A."

FRUIT: Oranges, Lemons, *Limes, Grapefruit, Pineapples, in standard crates of 80 pounds. Barrels or Barrel Crates double the crate rate.

*Limes, in standard crates of 50 pounds, Tariff "B."

Tariff "B."

FRUIT: Apples, Peaches, Pears, Grapes, Guavas, Persimmons, Sapodillas, Mangoes, Alligator Pears, and like articles, in standard crates of 50 pounds.

VEGETABLES: Beans, Beets, Cauliflower, Okra, Tomatoes, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles, in standard crates of 50 pounds. Barrels or Barrel Crates, double the crate rate.

LOCAL EXPRESS RATES ON COMMODITIES AS REVISED, ADOPTED AND ALLOWED.

Schedule of Freight Tariffs Revised, Allowed and Adopted by the
Railroad Commission of the State of Florida.

FOR THE SOUTHERN EXPRESS COMPANY.

LOCAL MILEAGE SCALE RATE ON STRAWBERRIES.

Solely Within the State of Florida.

The following rates on strawberries will apply on all shipments

between local points on any one of the railroads in the State of Florida, except

THE FLORIDA EAST COAST RAILWAY.

Over Miles	Not Over Miles	Per Crate	Over Miles	Not Over Miles	Per Crate
1	10	25	160	170	55
10	20	25	170	180	55
20	30	25	180	190	55
30	40	30	190	200	55
40	50	30	200	210	55
50	60	30	210	220	55
60	70	30	220	230	55
70	80	35	230	240	60
80	90	35	240	250	60
90	100	35	250	275	60
100	110	40	275	300	60
110	120	40	300	325	60
120	130	40	325	350	65
130	140	50	350	375	65
140	150	50	375	400	70
150	160	55	400	...	70

The above rates are per standard crate of 32 quarts, estimated at 50 pounds. Excess of this weight will be charged for pro rata.

Minimum charge on any single shipment, 25 cents.

Note: The above quoted rates do not abrogate any lower specific rates now in effect, nor any lower rates made by the application of the "May Scale."

Rates between points reached by two or more railroads will be based on the mileage of the shortest through line.

On shipments passing over two roads not under the same management or control the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 20 per cent. for the distance hauled over each road.

On shipments passing over three or more roads not under the same management or control, the maximum rate charged on such shipments shall not be greater than the sum of the local rates on each road, less 30 per cent. for the distance hauled over each road.

LOCAL MILEAGE RATES ON FRUIT AND VEGETABLES.

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

In either case where a package is used of greater dimensions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Denver	77.5	Jessamine	152.0
Edgewood	3.6	Silver Pond	80.0	Pine Castle	153.0
Richardson	5.0	Hammond	81.2	Taft	154.0
Youkon	9.4	Seville	83.4	Smithville	155.6
Reeds	11.0	Pierson	89.1	Oraceola	160.0
Orange Park	14.0	Eldridge	91.5	Connelly	160.2
Peoria	19.0	Barberville	93.8	Kissimmee	166.0
Doctor's Inlet	20.4	De Leon Springs	99.0	Campbell	170.0
Russell	23.9	Glenwood	102.2	Loughman	177.1
Williams	26.0	Walters	104.0	Davenport	182.2
Magnolia Springs	28.3	DeLand Junction	107.2	Haines City	187.0
Green Cove Springs	29.8	Beresford	108.0	Lake Alfred	193.7
Walkill	33.3	Fatio	110.0	Auburndale	198.0
West Tocol	40.2	Orange City Junction	112.3	Carter's	203.2
Bostwick	45.7	Enterprise Junction	118.1	Lakeland	208.6
Teasdale	48.6	Monroe	121.0	Winston	212.7
Rice Creek	51.0	Rands	122.0	Youman's	215.7
Pecan	51.6	Sanford Junction	124.3	Plant City	219.1
Sauble	52.0	Sanford	125.0	Dover	225.3
Palatka	54.9	Elwoud	128.0	Seffner	228.7
Lundy	57.3	Crystal Lake	129.0	Mango	230.0
Peniel	60.0	Lake Mary	130.8	Orient	235.0
Buffalo Bluff	62.1	Longwood	135.4	Thonotosassa Jct.	237.9

13-R.R.	Satsuma	63.9	Altamonte Springs	138.3	Ybor City	239.1
	Sisco	67.0	Maitland	140.9	Tampa	240.6
	Middletons	68.0	Park House	141.0	Tampa Bay Hotel.....	241.4
	Pomona	69.4	Winter Park	143.4	Dewey	244.9
	Lake Como.....	71.0	Formosa	145.0	Port Tampa City	247.9
	Huntington	71.2	Orlando	148.2	Port Tampa	249.6
	Crescent City Jct.	77.0	Eight Oaks.....	150.0		
	Longs	79.0	Gatlin	151.0		

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

ATLANTIC COAST LINE RAILWAY—Continued.
Jacksonville to St. Petersburg.

Jacksonville	0.0	McIntosh	104.6	Center Hill	173.6
Milldale	10.0	Gaitskill	106.0	Webster	178.2
Moncrief	3.5	Orange Lake	106.1	St. Catherine	183.3
Cambon	9.3	Oaklawn	107.0	x*Croom	189.2
Cash Point	14.1	Reddick	110.5	Rital	176.9
Baldwin	19.2	Lowell	113.4	Trilby	181.0
Mattox	24.0	Martin	116.5	Lenard	184.0
McPherson	26.8	Zuber	117.4	Blanton	187.0
Nursery	29.0	Kendrick	119.6	Chipco	188.0
Bessent	30.8	Ocala Junction	124.2	San Antonio	193.0
Sapp	37.8	Ocala	125.1	Pasco	196.0
Britt	41.0	Fakes	126.0	Devonshire	200.0
Ellerbea	41.7	Orange Avenue	127.0	Ehren	205.0
Raiford	44.8	Montague	130.0	Drexel	207.0
Rylander	47.1	Cornell	131.3	Odessa	215.0
Johnstown	49.0	Welshton	136.0	Keystone Park	219.0
Lake Putler	51.9	Candler	138.6	Taconey	224.0
Dukes	58.0	Ocklawaha	140.0	Tarpon Springs	226.0
Hiers	58.8	Weir Park	141.0	Seaside	229.0
Worthington Springs	61.0	East Lake	144.0	Sutherland	231.0
Santa Fe	63.9	Stanton	146.0	Ozona	232.0
Hainesworth	68.2	Weirsdale	146.6	Dunedin	236.0
Burnett's Lake	70.8	Conant	150.0	Clear Water	239.0
Hague	74.1	Lady Lake	151.3	Bellair	240.0
Paradise	80.4	Fruitland Park	156.0	Largo	243.0
Gainesville	84.5	Leesburg Junction	158.0	Cross Bayou	247.8
Rochelle	93.5	Leesburg	159.0	Lellman	252.0
Micanopy Jct.	99.1	Corley	161.0	St. Petersburg Wharf	258.0

Evinston	101.7	Oklahumpka	164.5	St. Petersburg	257.0
Boardman	104.0	Cason	169.0		

xJax to Croom via Newberry, 172.0.

*Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville	0.0	Rylander	47.1	Tyler	93.9
Milldale	10.0	Johnstown	49.0	Trenton	98.1
Moncrief	3.5	Lake Butler	51.9	Wilcox	104.5
Cambon	9.3	Dukes	57.8	Old Town	108.5
Cash Point	14.1	Hiers	58.8	Eugene	113.6
Baldwin	19.2	Worthington Springs	61.0	Cross City	116.8
Mattox	24.0	Santa Fe	63.9	Hines	126.9
McPherson	26.8	Hainesworth	68.2	Clara	134.0
Nursery	29.0	Burnett's Lake	70.8	Salem	141.7
Bessent	30.8	West Alachua	72.5	Athena	150.3
Sapp	37.8	Cadillac	77.0	Pinland	154.6
Britt	41.0	Haile	79.0	Perry	161.0
Ellerbee	41.7	Komoka	82.1		
Raiford	44.8	Newberry	84.6		

ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Fort Ogden	72.6
Pauway	4.2	Wauchula	38.1	Cleveland	82.2
Haskell	7.5	Zolfo	42.1	Punta Gorda	86.0
Bartow	13.0	Moffitt	45.6	Acline	90.2
Homeland	19.2	Buchanan	48.4	Gilchrist	99.1
Fort Meade	23.9	Gardner	52.5	Samville ..	106.8
Whidden Creek	26.4	Brownville	56.0	Tice	109.8
Jane Jay	28.4	Arcadia	62.0	Fort Myers	114.0
Bowling Green	31.7	Nocatee	66.0		

Sanford to Trilby.

Sanford	0.0	Fullers	27.0	Sheridan	48.0
Sanford Junction	0.1	Staten	27.0	Hammondsville	49.0
New Upsala	2.8	Crown Point	28.0	Taylorville	51.0
Twin Lakes	3.8	Brannons	29.0	Mascotte	53.0
Sylvan Lake	6.0	Winter Garden	30.0	Tuscancoga	56.0
Pine Crest	7.0	Brayton	31.0	Mabel	59.0
Island Lake	7.0	Indenville	32.0	Cedar Hammock	59.1
Glen Ethel	11.0	Oakland	33.0	Linden	62.0
Palm Springs	14.0	Killarney	35.0	Tarrytown	63.0
Granada	14.1	Cynthiana	38.0	Tompkins Crossing	64.1
Forest City	16.0	Mohawk	40.0	Riverland	67.0
Toronto	19.0	Minneola	42.0	Lachloochee	71.1
Lakeville	21.0	Clermont	43.0	Trilby	75.0
Clarcona	23.0	Parkers Crossing	46.0		
Millerton	24.1	Varnell	48.0		

Lakeland to Waycross.

Lakeland	0.0	Holder	73.0	Lake City Junction	152.0
Galloway	6.0	Elliston	75.9	Hildreth	155.0
Kathleen	7.6	Gulf Junction	79.0	Burlington	156.0
Stokes	11.2	Dannellon	80.0	Branford	163.0
Southern Pines	12.0	Chatmar	83.0	O'Brien	168.0
Millards	15.0	Juliette	85.0	McAlpin	175.0
Kings Mill	16.0	Romeo	92.0	Pinemount	177.0
Lumberton	20.0	Pedricks Mill	94.0	Padlock	182.0
Richland	20.8	Morrison	97.0	Live Oak	186.0
Ellerslie	23.0	Montbrook	101.0	North Live Oak	187.8
Collins	26.0	Williston	105.0	Byrd's Still	189.0
Dade City	27.5	Hodgson	106.0	Rixford	191.0
Owensboro	33.0	Gunnells	107.0	Suwanee	193.0
Trilby	34.0	Raleigh	109.0	Marion	197.0
Rital	38.2	Eve	112.0	Jasper	202.9
Netherland Mines	42.0	Archer	117.0	Bakers Mill	206.9
Croom	43.0	Half Moon	122.0	Tarver, Ga.	215.0
Leta	46.0	Newberry	127.0	Alexanderville, Ga.	218.0
Istachatta	49.0	Lexington	129.4	Haylow, Ga.	224.0
Pineola	52.0	Younglove	131.0	Withers, Ga.	226.0
Diamond Mines	53.0	Wades	134.0	Dupont Junction, Ga.	235.0
Floral City	56.0	Clark	135.0	Waycross, Ga.	270.0
Inverness	62.0	High Springs	140.0		
Hernando	68.0	Fort White	149.0		

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.

Between Dunnellon and Wilcox.

Wilcox Junction	0.0	Otter Creek	22.7	Dunnellon	51.3
Chiefland	9.4	LeBannon	30.4		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	28.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	8.9	Juliette	22.0	Crystal River	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Astor.

Sanford	0.0	Tufts	8.8	Tavares	29.3
Sanford Junction	0.8	Ethel	10.8	Eustis	33.8
New Upsala	2.8	Cassia	12.8	Fort Mason	35.7
Twin Lakes	3.8	Wayland	15.4	Umatilla	39.8
Paola Junction	5.3	Lovejoy's Mill	16.8	Altoona	42.9
Paola	5.8	Sorrento	18.4	Pittman	45.0
Markham	7.8	Mount Dora	23.9	Astor	60.5

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Oviedo	17.0
Sanford Junction	0.8	Clydes	7.4	Lake Charm	18.4
Fort Reed	3.2	Clifton	12.0		

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0	
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Kissimmee to East Apopka.

Kissimmee	0.0	Isleworth	18.0	Clarcona	29.3
Shingle Creek	4.5	Windemere	19.6	Apopka	33.0
McLane's	8.7	Gotha	21.1	East Apopka	34.0
Waco	17.3	Ocoee	24.5		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction	6.0	Peento	10.0
Hammock Grove	1.0	St. Cloud	9.0	Runnymede	12.8
Hirtzel	2.0	Deeson	7.0	Narcoossee	14.0
Wadleys Crossing	3.0	Sunnyside	9.0		
Carolina	4.5	Ashton	10.0		

Chubb to Bartow.

Lake Alfred	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Gordonsville	12.0		

DeLand Junction and DeLand.

De Land Junction	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Winston to Fort Meade.

Winston	0.0	Kingsford	12.0	Phosphoria	19.9
Wood Spur	3.0	Bruce	13.8	McDowell	20.0
Medulla	6.0	Pierce	13.8	Agricola	21.4
Christina	7.5	Nichols	15.0	Marquis Mill	24.0
Bone Valley Junction.....	8.8	Pebbledale	15.4	Tiger Bay	25.3
Prairie	9.0	Long Branch	17.0	Ft. Meade	28.8
Mulberry	10.8	Green Bay	17.2		

Sanford to Mecca Junction.

Sanford	0.0	Beck Hammock	3.6	Palm Villa	8.0
Brisson	1.6	Moore	4.6	Mecca	8.8
Sipes	2.2	Cameron City	5.6	Mecca Junction	9.3
Beardall	2.6	Crippen	6.3		

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Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Idlewild Park	5.5	Harney	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Palatka to Rochelle.

Palatka.	0.0	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Joanson	22.7	Rochelle. ..	38.9
Hollister	11.5	McMeekin	25.3		

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Lake City to Lake City Junction.

Lake City	0.0	Columbia	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.0	Thomasville, Ga.....	24.0
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River Junction to Climax.

River Junction	0.0	Fowltown, Ga.....	21.6		
Faceville, Ga.....	14.9	Climax, Ga.	30.3		

Haines City to Sebring.

Haines City	0.0	Crooked Lake	21.0	Sebring	46.0
Dundee	7.0	Frostproof	20.0		
Lake Wales	15.0	Avon Park	39.0		

Tampa to West Tampa.

Tampa	0.0	West Tampa	3.0		
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ATLANTIC COAST LINE RAILWAY—Continued

Nichols to Mulberry.

Nichols	0.0	Mulberry	0.4
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Fanlew to Thomasville.

Fanlew	0.0	Miccosukee	24.0	Hammond, Ga.	37.0
Cody	7.0	Yarborough	26.0	Myrtlewood, Ga.	41.0
La Destino	10.0	Copeland	28.0	Beverly, Ga.	42.0
Capitola	13.0	Stringer	29.0	Cherokee, Ga.	46.0
Cates	16.0	Elmer	30.0	Thomasville, Ga.	47.0
Wadesboro	17.0	Roddenberry, Ga.	34.0		



SEABOARD AIR LINE RAILWAY.

From Jacksonville to River Junction.

Jacksonville	0.0	Ogden	64.8	Pinhook	140.0
Marietta	7.4	Welborn	70.5	Braswell	140.5
Priceville	9.0	Houston	76.0	Lloyd	147.0
White House	10.9	Live Oak	81.3	Steel Creek	149.0
Halsema	13.0	Suwannee	88.0	Capitola	151.4
Millerton	14.0	Falmouth	90.9	Chalres	153.4
Baldwin	18.7	Swann	94.0	Tallahassee	165.0
Mattox	22.7	Ellaville	94.7	Ocklocknee	173.4
Maccleenny	27.5	Lee's	102.2	Lawrences	174.0
Glen St. Mary	29.8	West Farm	104.4	Carsons	176.0
Drake	32.5	Madison	109.7	Midway	177.0
Sanderson	36.8	Champaign	114.8	Quincy	188.9
Olustee	46.7	Greenville	123.3	Gretna	194.2
Mt. Carrie	51.1	Linwood	127.0	Mt. Pleasant	197.6
Watertown	56.7	Aucilla	130.7	Jamison	200.5
Lake City	59.3	Drifton	138.1	River Junction	207.7

Jacksonville to Tampa.

Jacksonville	0.0	Island Grove	80.5	Sumterville Junction	136.0
Marietta	7.4	Citra	83.0	Sumterville	138.2
Priceville	9.0	Meadows	85.5	Edenfield	140.0
White House	10.9	Sparr	88.5	Bushnell	142.0
Halsema	13.0	Factory Siding	90.0	St. Catherine	145.9
Millerton	14.0	Vegetable Spur	91.0	Terrell	150.1
Baldwin	18.7	Anthony	91.8	Kalon	154.0
Fiftone	22.4	Spring Park	95.0	Lacoochee	156.3

Maxville	26.2	Oak	95.1	Owensboro	158.0
Mudge	32.0	Silver Springs Junction.....	97.7	Crescent	159.0
Highland	32.6	Silver Springs	99.6	Dade City	164.2
Hahoney	34.0	Ocala	101.5	Pasadena	166.7
Leghee	35.0	York Spur	103.0	Phelps	170.6
Lawtey	37.7	Orange Avenue	105.0	Greer	170.4
Horn	39.0	Millers	107.0	Abbot	173.6
Temple	40.0	Santos	109.1	Bramlett	176.0
Starke	44.4	Pollys Mill	110.0	Knights	184.9
Reynolds	46.0	Thaggard	112.0	Plant City	188.9
Thurston	49.0	Bellevue	113.1	Turkey Creek	193.7
Hampton	50.7	Greenleaf	114.0	Sidney	195.4
Eddys Spur	52.0	Summerfield	117.1	Sand Brick	197.0
Navarre	54.0	South Lake Weir Junction...	117.3	Valrico	198.4
Waldo	56.3	Dallas	119.8	Dickinson	200.0
Maulsby	60.0	Oxford	122.8	Brandon	200.7
Eighty Nine	61.0	Harris Siding	125.0	Limona	201.7
Orange Heights	61.4	McRaneys	127.0	Pitts	204.0
Campv. Brick Track	65.0	Wildwood	127.4	Yeomans	206.0
Campville	65.4	Monarch	130.0	Fultons Spur	208.0
Goodwins	67.0	Hines	131.0	Ybor City	210.1
Rex	68.0	Coleman	131.9	Tampa	211.5
Hawthorne	70.5	Warnell	134.0		
Lochloosa	76.9	Panasoffkee	135.4		

Jacksonville to Savannah.

Jacksonville	0.0	Tisonia	16.4	Evergreen	30.0
F. & J. Junction	3.6	Hedges	21.2	Savannah, Ga.	137.2
Panama	6.1	Yulee	23.5		
Duval	13.3	Becker	27.4		

SEABOARD AIR LINE RAILWAY—Continued.

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Inglehome	38.8
O'Neil	6.0	Callahan	27.2	Brandy Branch	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.0	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Palmer	24.2	Dutton's Spur	52.0
Millican	3.4	Orchard	26.0	Gulf Hammock	53.0
Fingers Mill	5.0	Archer	28.5	Wylly	59.3
Fairbanks	7.1	Camps Spur	32.0	Rosewood	60.7
Dowds Spur	10.0	Albion	33.5	Dix	61.0
Gainesville	14.0	Meredith	34.7	Sumner	63.2
Millards	16.0	Bronson	37.8	Luckens	68.1
Daysville	17.6	Otella	40.0	Suskins	69.0
Hammock Rldge	18.7	Lennon	43.8	Cedar Keys	70.9
Arredondo	19.9	Otter Creek	49.6		
Kanapaha	21.0	Ellzey	51.2		

Starke to Warnee.

Starke	0.0	LaCrosse	19.4	Buda	35.1
Pine Island	5.0	Getzens	20.2	Central Junction	37.3
Sampson Junction	6.4	Hainesworth	23.4	Neals	41.2
Wainwrights	7.6	Burnett's Lake	25.0	Willford	46.3
Clayno	10.1	A. C. L. Junction	25.3	Bell	51.2
Atlantic	12.6	Alachua	26.5	Curtis	49.0
Brooker	14.6	Hodges	29.3	Wannee	56.6
Thomasville	16.4	Arno	32.6		

Buda to Norwillis.

Buda	0.0	Ivanes Pen	6.0	Williams	9.0
Mutual	2.0	Mersey	7.0	Frankphos	9.0
Thames Junction	5.0	Fleetnor	8.0	Norwillis	9.0

Archer to Inverness

Archer	0.0	Montbrook	16.0	Blue Run	40.0
Eve	4.0	Morrison	20.0	Dunnellon	40.8
Raleigh	9.0	Standard	24.0	Blue Run Yard	40.0
Hodgson	9.0	Early Bird	26.0	Harrison	47.3
Gunnells	9.0	Eagle Mine	29.0	Johnsons	56.0
Williston	11.0	Hoyt	31.1	Inverness	56.8

Wildwood to Orlando.

Wildwood	0.0	Sadie	14.6	Plymouth	37.2
Orange Home	3.1	Eldorado	15.3	Apopka	40.5
Bamboo	5.0	Cunninghams	16.0	Piedmont	43.1
Sprinks	6.6	Tavares	22.3	Toronto	44.5
Whitney	7.5	Ellsworth Junction	25.4	Hamilton	45.0
Mill Spur	8.0	Victoria	29.4	Lockhart	46.6
Montclair	9.0	Wallings	30.6	Fairvilla	49.9
Leesburg	11.4	Gainesboro	31.6	Modello Park	50.7
Sunnyside	13.9	Zellwood	33.2	Orlando	53.5
Birds	14.0	McDonald	35.5		

Orlando to Lake Charm.

Orlando	0.0	Lakemont	7.0	O. W. & L. Track	14.0
Rowena	2.8	Lake Howell	9.0	Lawtons Pkg. House	15.9
Morse	4.0	Golden Rod	10.3	Ovelo	15.9
College Station	5.1	Bertha	11.0	Lake Charm	17.0
Winter Park	5.5	Gabriella	12.6		

SEABOARD AIR LINE RAILWAY—Continued.

Morriston to Ackert Spur

Morriston	0.0	Ackert Spur.....	0.5	
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Turkey Creek to Venice.

Turkey Creek	0.0	Lyvers	41.0	Bradentown Junction	44.4
Durant	5.0	Ellenton Junction	41.1	Bradentown	45.4
Lithia	9.0	Ellenton	41.9	Orange Spur	47.0
Boyette	11.1	Harlee	42.0	Oneco	48.7
Burnetts Crossing	16.0	Harrison	42.0	Tallavast	50.0
Balm	16.4	Springstead	42.0	Rardins	52.0
Wimauma	20.2	Palmetto Junction	42.2	Sarasota	55.7
Willow	25.9	Palmetto	43.4	Fruitville	59.5
Dickey	29.0	Atwood Junction	43.0	Bee Ridge	62.7
Parish	32.0	Manavista	44.0	Osprey	67.7
Eric	35.6	Terra Cela Junction	39.0	Laurel	72.7
Vegetable	36.0	Terra Cela	44.4	Dundee	73.7
Barber	40.0	Manatee	44.1	Venice	74.7

Plant City to Bartow

Plant City	0.0	Alafia	8.5	Edeson	13.2
Coronet Junction	2.2	Keyssville	10.4	Nichols	15.6
Coronet	3.5	Jeysville Junction	10.9	Mulberry	19.2
Trapnell	4.2	Welcome	13.0	Royster Junction	22.9
Hopewell	6.4	Edeson Junction	13.0	Bartow	27.2

Edeson Junction to Agricola.

Edeson Junction	0.0	Bradley Junction	7.2	Agricola	12.1
Stephens Spur	4.6	Macdowell	11.6		

Tampa to Brooksville

Tampa	0.0	Stemper	16.0	Weeks	39.0
Gary	3.0	Lutz	17.0	Ayers	40.0
Parker	6.0	Deer Lake	18.0	Powell	44.0
Hardee	7.0	Denham	20.0	Garrison	45.0
Gulf Coast Junction.....	8.0	Drexel	23.0	Sail	48.0
Flora	11.0	Fivay Junction	29.0	Tooke Lake Junction.....	48.0
Nowatney	12.0	Freeman	31.0	Brooksville	49.0
Chapman	13.0	Loyce	34.0		

Brooksville to Centralia

Brooksville	0.0	Norman	6.0	Long Lake.....	14.0
Wiscon	4.0	Tooke Lake	13.0	Centralia	16.0

Tallahassee to St. Marks.

Tallahassee	0.0	Woodville	9.5	Wakulla	15.6
Belair	4.0	Ferrell	10.1	Burns	17.0
Luterloh	7.9	Vareen	12.7	St. Marks	21.1

Tallahassee to Waylonzo.

Tallahassee	0.0	Rose	13.0	Walkers Springs	30.0
St. Marks Junction	2.9	Cay	19.0	Covington	32.3
Corey	10.3	Wacissa	21.3		
Walton	12.9	Leonton	23.6		

SEABOARD AIR LINE RAILWAY—Continued.
Morriston to Holder.

Morriston	0.0	Eureka Mine	23.0	Syndicate No. 1	29.0
Early Bird	6.0	Anderson Mine	23.0	Section No. 34 Mine	29.0
Blue Run Mine	20.0	Dunnellon	20.0	Section No. 26 Mine	33.0
Ray Mine	20.0	River Mine	21.0	Section No. 35 Mine	33.0
Dunnellon Mine	21.0	Section 20-A Mine	26.0	Inverness	38.0
Cullens Mine	21.0	Section 20-B Mine	26.0	Southern Mine	38.0
Marion Mine	21.0	Section 20-C Mine	26.0	Holder No. 1 Mine	40.0
Griggs Mine	21.0	Syndicate No. 3.....	28.0	Holder No. 2 Mine	40.0

Drifton to Monticello.

Drifton	0.0	Monticello	4.4		
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Bartow to Baynard

Bartow	0.0	Altures	9.0	Johnson Still.....	19.0
Polk Lake.....	4.0	Peace Valley.....	14.0	Baynard	23.0
Lake Ann.....	6.0	Lake Walles	18.0		

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	31.8	Suwannee Valley	82.8
A. C. L. Junction	1.0	Hampton	36.4	White Springs	86.3
Woodburn	8.0	Sampson City	42.1	Winn	89.7
Carraway	10.6	New River	46.8	Genoa	93.2
Baywood	13.8	Lake Butler	53.1	Jasper	103.8
Florahome	16.9	Guliford	58.1	Avoca	109.9
Grandin	18.9	Lulu	63.7	Jennings	115.3
Putnam Hall	21.5	Jefferson	67.0	Melrose, Ga.	118.8
Lake Geneva	26.1	Lake City	74.4	Valdosta, Ga.	134.4
Brooklyn	28.2	Winfield	80.0		

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	27.5	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.6	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.1		
Crawford	17.7	Eddy	45.6		

FLORIDA RAILWAY.

Live Oak	0.0	Suwannee River	16.6	Charlton	39.2
Nebo	6.0	Norwood	19.4	Keene	43.1
Lanier Siding	10.0	Mayo	22.6	Fenholloway	46.1
Kirkland	12.4	San Pedro	26.1	Denmark	49.7
Wilmarth	16.0	Salt Road	28.0	Perry	52.0
Luraville	20.5	Askold	36.7	Blair's Still	55.0

Mayo to Alton.

Mayo	0.0	Alton	3.0		
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TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Rocky Point	25.7	Southside	42.4
Graham	4.5	Wacahoota	29.3	Dungarvin	43.4
Cyril	7.0	Clyatts	32.6	Irvine	45.0
Bellamy	11.5	Kirkwood	33.3	Fort Drane	46.3
Ellithorpe	16.0	Tacoma	34.4	Fairfield	48.0
A. C. L. Crossing	19.0	Micanopy	36.7	Cara	51.5
Gainesville	20.0	Tusawilla	39.2	Emathla	56.0
S. A. L. Crossing	20.3	Simonton	39.9		
Cannon's	24.5	Hickman	41.5		

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Chancey	18.0	Florida Ry. Crossing	39.0
S. A. L. Crossing	1.0	Mayo Junction	20.7	Blue Creek Junction	40.0
Starr	6.5	Day	22.0	Perry	44.0
Mercer	8.5	Silo	25.0	Springdale	47.0
Platt	10.0	Townsend	28.0	Hampton Springs	49.0
Lancaster	14.0	Smith	33.0		
Dowling Park	17.0	Fenholloway	38.0		

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

Mayo to Alton.

Mayo	0.0	Alton	2.0		
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LOUISVILLE & NASHVILLE. Pensacola Division.

Pensacola	0.0	Cottage Hill	16.3	Jacobi	29.0
Goulding	2.4	Quintette	18.7	McDavid	33.2
Brent	3.8	Molino	22.7	Thriffs	35.2
Olive	6.6	Noriagga	23.7	Bluff Springs	38.2
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.4	Barth	25.7	Century	41.5
Cantonment	14.8	Pine Barren	27.0	Flomaton	43.5

P. & A. Division.

Pensacola	0.0	Deer Land	59.5	Piney Grove	113.6
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Red Bluff	3.7	Claroy	61.5	Chipley	116.9
Bohemia	6.5	Ginsburg	63.5	Macon	118.9
Gull Point	7.2	Mossy Head	66.5	Aycock	122.7
Yniestra	8.2	Gradan	70.5	Cottondale	126.5
Escambia	9.2	Bear Head	72.5	Simla	128.5
Mulat	12.8	Pintado	74.5	Marianna	135.6
Harp	14.1	Tervin	78.5	Lulaton	137.6
Galt City	17.3	DeFuniak Springs	79.4	Lorena	140.6
Bagdad Junction	18.4	Argyle	84.1	Criglar	142.6
Milton	19.9	Ponce de Leon	90.9	Cypress	146.2
Harold	30.0	Valle	93.9	Grand Ridge	149.6
Kenneth	36.0	Gelder	96.9	Inwood	152.6
Holts	38.8	Westville	97.4	Sneads	155.6
Galliver	40.8	Caryville	99.9	Chattahoochee River Ldg.....	159.6
Milligan	46.3	Lone Pine	103.9	River Junction	161.1
Crestview	50.6	Bonifay	108.5		
Hinco	51.6	Hagerman	112.6		

213

Crestview to Florala.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Campton	10.0	Laurel Hill	16.5	Florala, Ala.....	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala	159.4

APALACHICOLA NORTHERN RAILROAD.
River Junction to Port St. Joe.

River Junction	0.0	Evans	29.3	Criglar	48.0
Dolan	7.9	Telogia	30.0	Sumatra	55.7
Hardaway	9.0	Causey	31.0	Coline	60.0
Greensboro	12.6	Clio	32.0	Fort Gadsden	63.0
Juniper	14.4	Adrem	33.0	Beverly	67.3
Guest	17.1	Trump	33.9	Franklin	76.0
Sedalia	18.0	Liberty	35.0	Apalachicola	80.0
Eddy	19.0	Deerhunt	38.0	Tilton	86.0
Millman	22.0	Vilas	40.0	Odena	93.0
Lowrey	24.0	Zion	43.0	Nulsen	96.0
Hosford	25.6	Wilma	46.0	Port St. Joe	103.0

ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

Panama City	0.0	Fountain	29.0	Welchton	56.0
Millville Junction	2.0	Compass Lake	37.0	Jacobs	58.0
Bayou George	7.0	Round Lake	41.0	Campbellton	62.0
Majette	12.0	Alford	44.0	State Line, Ala.....	66.0
Youngstown	21.0	Steele City	46.0	Dothan, Ala.	82.0
Saunders	24.0	Cottondale	51.0		

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Arran	29.0	Lake Jackson	59.0
Lanark	5.0	Raker Mill	31.0	Gibson	62.0
MacIntyre	13.0	Hilliardville	36.0	Havana	67.0
Curtis Mills	16.0	Spring Hill	40.0	Hinson	68.0
Sopchoppy	19.0	S. A. L. Junction.....	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

SOUTH GEORGIA RAILWAY.

Perry	0.0	Sirmans	17.0	Lovett	38.0
Boyd	6.0	Greenville	26.0	Quitman	49.0
Lake Bird	10.0	Dennett	31.0	Adel	77.0
Shady Grove	12.0	Maysland	35.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	11.0	Valdosta, Ga.	28.6
Hanson	7.8	Olympia, Ga.	15.1		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Liverpool	43.4	Ft. Green Springs.....	77.7
Boca Grande.....	2.3	Hull	42.6	Ft. Green	79.9
Gasparilla	5.3	Nocatee	47.0	Baird	84.2
Placida	10.0	Arcadia	51.9	Cottman	86.2
McCall	17.6	Bunker	54.7	Chicora	89.1
Southland	19.9	Stewarts Switch.....	57.5	Bradley Jct.	92.7
Murdock	26.5	Kinsey	60.4	Pierce	95.6
Mars	29.0	Limestone	61.9	Tiger Bay	96.2
Platt	36.9	Bridges	65.1	Bruce	96.8
Bogges	38.8	Rector	65.8	South Mulberry	98.9
Ft. Ogden	39.9	Ona	69.9	Mulberry	99.4

PENSACOLA & PERDIDO RAILROAD.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3
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OCALA NORTHERN RAILWAY.

Ocala	0.0	Daisy	14.0	Kenwood	36.0
Silver Springs	6.0	Ft. McCoy	19.0	Cummings	40.0
Oak Junction	8.0	Bay Lake	27.0	Penile	48.0
Burbank	13.0	Orange Springs	31.0	Palatka	54.0

TAVARES & GULF.

Tavares	0.0	West Apopka	15.0	Oakland	28.5
Ellsworth Junction	3.5	Franklins	19.0	Tildenville	29.5
Sunbeam	7.5	Montverde	20.0	Brayton	30.5
Astatula	8.5	Waits Junction	23.0	Winter Garden.....	31.5
Heatons	10.5	Bear Gap	25.0	Ocoee	35.0
Bear Spring	13.0	Killarney	26.5		

Waits Junction to Clermont.

Waits Junction	0.0	Mohawk	2.5	Clermont	6.0
Crenshaw	1.0	Minneola	4.0		

MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale	4.9	Altha	15.8	Gaskins Siding	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek	9.0	Old Blountstown	29.0		
Sink Creek	11.3	Flowers Still	31.0		

FLORIDA EAST COAST RAILWAY.

Jacksonville to Key West.

Jacksonville	0.0	Volusia	99.0	Tillman	197.4
South Jacksonville	1.3	Tomoka	101.4	Malabar	199.9
Bowden	5.0	Ormond Hotels	105.5	Valkaria	203.0
Nesbit	9.3	Ormond	104.2	Grant	205.5
Greenland	12.8	Holly Hill	107.0	Micco	208.6
Bayard	15.3	Daytona	109.8	Roseland	212.4
Durbin	20.6	Blake	112.5	Sebastian	214.5
Woodland	24.2	Port Orange	114.7	Wabasso	219.3
Sampson	27.3	Spruce Creek	119.3	Quay	221.9
Magnolia Grove	31.4	Turnbull Bay	121.3	Gifford	225.5
Baker Siding	34.8	New Smyrna	124.6	Vero	227.8
St. Augustine	36.7	Parks Park	127.1	Oslo	231.1
Dean Siding	37.1	Hucomer	131.0	Viking	234.6
Hurds	44.2	Oak Hill	136.4	St. Lucie	238.9
Elkton	47.1	Lyrata	143.2	Ft. Pierce	241.5
Armstrong	49.0	East Mims	150.4	White City	246.4
Holy Branch	51.1	Titusville	154.4	Eldred	247.2
Hastings	53.7	Pritchards	157.7	Ankona	249.0
Orange Mills	57.4	Delespine	162.6	Walton	252.4
East Palatka	61.5	Frontenac	165.4	Eden	254.4
San Mateo Junction	62.8	Sharpes	167.7	Jensen	256.7
Yelvington	66.6	City Point	169.3	Rio	258.8
Roy	68.8	Cocoa	173.1	Gosling	260.5
Dinner Island	76.4	Rockledge	174.7	Stuart	261.2
Neoga	80.3	Bonaventure	179.4	Salerno	266.0
Espanola	82.3	Pineda	182.7	Aberdeen	266.3
Bunnell	86.6	Eau Gallie	189.8	Fruita	268.7
Dupont	90.1	Sarno	190.7		
Harwood	97.6	Melbourne	194.2		

Gomez	272.2	Fulford	304.7	Jewfish	415.4
Hobe Sound	274.7	Arch Creek	357.4	Key Largo	417.1
Likely	277.8	Biscayne	359.0	Rock Harbor	424.3
West Jupiter	282.8	Little River	360.6	Tavernier	430.8
Prairie	290.5	Lemon City	361.8	Plantation	434.5
Riveria	295.3	Buena Vista	363.2	Quarry	438.2
West Palm Beach	299.0	Miami	365.6	Islamorada	439.9
Royal Poinciana	300.0	Cocoanut Grove	370.9	Indian Key	445.3
Breakers	300.1	Larkin	373.7	Midway	447.6
Lake Worth	306.1	Kendal	376.4	Cooks Siding	450.4
Lantana	308.3	Benson	378.6	Crescent	455.0
Hypoluxo	309.4	Keys	379.0	Long Key	457.2
Boynton	312.3	Rockdale	380.2	Toms Harbor	460.1
Delray	316.9	Perrine	381.6	Grassy	463.9
Yamato	321.3	Peters	382.5	Vaca	470.8
Boca Ratone	324.6	Goulds	385.8	Marathon	474.2
Deerfield	327.0	Black Point	386.7	Knights Key Dock	476.8
Pompano	331.1	Princeton	387.8	Bahia Honda	485.2
Colohatchee	338.3	Naranja	389.3	Ramrod Key	495.5
Fort Lauderdale	341.2	Modello	391.5	Sugarloaf	503.0
Dania	345.9	Homestead	393.9	Stock Island	518.2
Hallandale	350.6	Wooddall Siding	401.3	Key West	522.0
Ojus	353.4	Everglade	408.3		

New Smyrna to Orange City Junction.

New Smyrna	0.0	Indian Spring	9.9	Twin Oaks	24.0
Glencoe	3.1	Rogers	15.4	Orange City	25.5
Briggsville	7.2	Lake Helen	20.5	Orange City Junction	27.4

FLORIDA EAST COAST RAILWAY—Continued.

Titusville to Enterprise Junction.

Titusville	0.0	Aurantia	9.3	Garfield	33.6
Lagrange	2.1	Maytown	16.4	Enterprise	36.2
Mims	4.3	Cow Creek	21.2	Enterprise Junction	40.1
Turnbull	8.0	Kalamazoo	26.8		
Turnbull Junction	8.5	Osteen	29.3		

South Jacksonville to Mayport.

South Jacksonville	0.0	San Pablo	13.3	Burnside Beach	21.7
St. Nicholas	1.4	Pablo Beach	16.0	East Mayport	22.6
Springs Glen	2.8	Casliens	17.4	Mayport	24.1
Hogan	4.7	Atlantic Beach	19.0		
Center Park	9.4	Manhattan Beach	21.3		

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.5		
San Mateo Junction	1.3	San Mateo	4.0		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.0	Palatka Union Station	2.6
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Maytown to Okeechobee

Maytown	0.0	Salofka	41.4	Yeehaw	88.7
St. Johns River	5.8	Tohopkee	47.5	Osoawaw	95.1
Geneva	11.4	Holopaw	53.6	Fort Drum	101.4
Chuluota	18.3	Ilahaw	62.3	Hilolo	105.5
Lake Pickett	21.4	Nittaw	67.1	Efaw	110.2
Bithlo	24.7	Kenansville	72.5	Opal	114.3
Pocataw	29.7	Apoxsee	78.6	Okeechobee	121.7
Wewahootee	34.0	Lokosee	82.5		

TAMPA & GULF COAST RAILWAY

Tampa to St. Petersburg

Tampa	0.0	Lake View	11.0	Largo	37.0
Ybor City	1.0	Tarpon Springs Junction	15.0	Annona	37.0
Gary	2.0	Bridgeport	23.0	Baskin	38.0
Parker	5.0	Espiritu Santo Springs	26.0	Oakhurst	41.0
Hardee	5.0	Dellwood	27.0	Seminole	42.0
Gulf Coast Junction	7.0	Coachman	29.0	Davista	49.0
Sulphur Springs	8.0	Clearwater	33.0	St. Petersburg	55.0
Goldstein	10.0	Bellaire	35.0		

Tarpon Springs Junction to Tarpon Springs

Tarpon Springs	0.0	Lake Fern	8.0	Lake Villa	18.0
Lynn	1.0	Gulf Pine	10.0	Tarpon Springs	21.0
Spivey	2.0	Keystone Colony	13.0		
Cosme	5.0	Kimbrough	15.0		

Lake Villa to Port Richey

Lake Villa	0.0	Elfers	4.0		
Sans Souci	2.0	Port Richey	8.0		

LAKE HANCOCK & CLERMONT RAILROAD.

Carters	0.0	Archbold	8.0	Lake Agnes	15.0
Lehman	5.0	Morse	10.0	Nettie	24.0

FELLSMERE RAILROAD.

Sebastian	0.0	Kitching	3.7	Fellsmere	9.9
		River Bridge	5.4		

FLORIDA, ALABAMA & GULF RAILROAD.

Galliver	0.0	Blackman	15.0	Falco, Ala.	26.0
Baker	6.0	Mountain City	20.0		

OCALA & SOUTHWESTERN RAILROAD.

Ocala	0.0	Ray	6.0		
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BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley	0.0	Macom	16.0	Vicksburg	34.5
Washington	5.0	Greenhead	20.5	South Port	38.0
Everett	8.5	River Side	22.0		
Wausau	11.0	Lake Meriel	30.0		

GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola	0.0	Cantonment	18.0	Earnestville	35.0
West Pensacola	4.0	Muscogee	22.0	McKinnonville	36.0
Roberts	13.0	Barrineau Park	29.0	Buck Eye	42.0
Gonzales	15.0	Tenile	32.0	Pine Forest	48.0

STANDARD & HERNANDO RAILROAD.

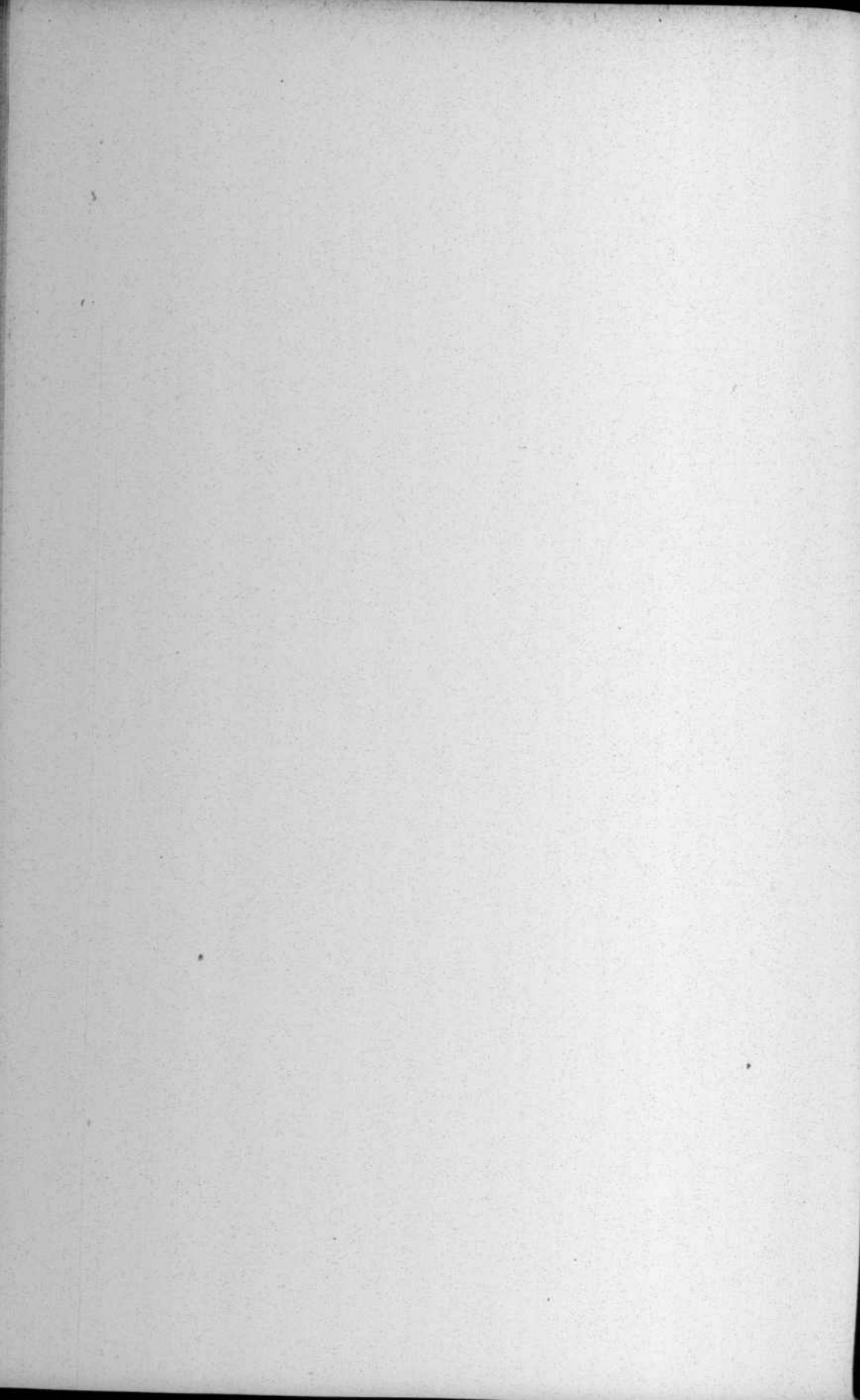
Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A	8.0
Rockwell	1.0	Inglis	14.0	Station B	11.0
Station A	6.0	S. Dunnellon, S.A.L. Connect'n	0.0	Florida Power Co.'s Spur.....	13.0
Station B	9.0	Rockwell	3.5	Inglis	16.0

MELROSE RAILROAD

Davis Siding	0.0	Melrose	6.5		
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STATISTICS



SOUTHERN EXPRESS COMPANY.

STATEMENT OF RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE STATE OF FLORIDA, FOR THE YEAR ENDED JUNE 30TH, 1914.

Receipts \$746,721.49

EXPENSES:

Transportation paid Railroads, etc.	\$401,325.84	
Loss and Damage.....	13,896.44	
General Salaries and Expenses..	28,525.73	
General Expenses.....	12,877.82	
Stationery and Supplies.....	12,124.19	
Managers and Superintendents' Salaries and Expenses.....	6,133.44	
Route Agents' Salaries and Ex- penses	7,690.04	
Messengers' Salaries.....	28,846.69	
Agents' Salaries and Office Ex- penses	153,463.41	
Transfer Expenses	19,026.42	
Agents' Commissions on Intra- state Business.....	55,420.30	
Property—Depreciation	1,621.92	
Taxes	16,191.78	757,144.02
Gain		\$ 7,577.47

STATE OF TENNESSEE COUNTY OF HAMILTON

Personally appeared before me, a Notary Public, in and for said State and County, F. J. Virgin, Auditor of the Southern Express Company, to me personally known, who makes oath that the above statement is true and correct to the best of his knowledge and belief.

(Signed) F. J. VIRGIN, Auditor.

SUBSCRIBED AND SWORN TO BEFORE ME

This 6th day of November, 1914.

(Signed) MARCUS SCHWARTZ, Notary Public.
(SEAL)

TELEPHONE COMPANIES AND THEIR EXCHANGES IN THE STATE OF FLORIDA

NAME OF TELEPHONE COMPANY	EXCHANGES	MANAGER	ADDRESS OF MANAGER
Apalachicola Elec. Lt. & Tel. Co.....	Apalachicola	J. F. C. Griggs.....	Apalachicola, Fla.
Alachua Tel. Co.....	Alachua	E. Stringfellow	Alachua, Fla.
Apopka Tel. Co.....	Apopka	A. J. Walker.....	Apopka, Fla.
Arcadia Elec. Co., Ice & Tel. Co.....	Arcadia	Edd Scott.....	Arcadia, Fla.
Barfield Tel. Line.....	Blountstown	Jonah Barfield.....	Blountstown, Fla.
Bonifay Tel. Co.....	Bonifay	C. A. Prim.....	Bonifay, Fla.
Brevard County Tel. Co.....	Cocoa	A. A. Buck.....	Indianola, Fla.
	Coronada.		
	Fort Pierce.		
	Jensen.		
	Melbourne.		
	New Smyrna.		
	Titusville.		
DeFuniak Springs Tel. Co.....	DeFuniak Springs	R. W. Storrs.....	DeFuniak Springs, Fla.
	Laurel Hill.		
DeSoto County Tel. Co.....	Punta Gorda.....	J. C. Meyrick.....	Punta Gorda, Fla.

Durant Shepard Tel. Co.....	Dundee Haines City. Hamilton.	Durant Shepard.....	Haines City, Fla.
East Florida Tel. Co.....	Dunnellon Gainesville.	E. E. Voyle.....	Gainesville, Fla.
Everglade Tel. Co.....	Davie	H. E. Earle.....	Davie, Fla.
Florida Tel. Co.....	Branford Day. Jasper. Jennings. Live Oak. O'Brien. White Springs.	Jas. L. Kirk.....	Live Oak, Fla.
Florida Tel. Co.....	Chipley	Tom J. Watts.....	Chipley, Fla.
Fort Lauderdale Tel. Co.....	Fort Lauderdale.....	.....	Fort Lauderdale, Fla.
Gilbert Tel. Co.....	Buckhorn Wewahitchka.	Chas. Williamson....	Wewahitchka, Fla.
Gulf Tel. Co.....	Freeport	H. D. Donaldson.....	Freeport, Fla.
Gulf Tel. Co.....	Greenville Mayo. Perry.	W. A. Hendry.....	Perry, Fla.

TELEPHONE COMPANIES AND THEIR EXCHANGES IN THE STATE OF FLORIDA—(Continued)

NAME OF TELEPHONE COMPANY	EXCHANGES	MANAGER	ADDRESS OF MANAGER
Gulf Tel. & Telegraph Co.....	Milton	C. E. Sudmall.....	Milton, Fla.
Heath Tel. Lines.....	Glendale	W. J. J. Heath.....	Glendale, Fla.
High Springs Tel. Co.....	High Springs.....	M. P. Summers.....	High Springs, Fla.
Home Tel. Co.....	Jacksonville	C. L. Fisher.....	Jacksonville, Fla.
Inter-State Tel. Co.....	Havana	D. D. Smith.....	Atapulgus, Ga.
Kissimmee Tel. Co.....	Kissimmee	C. A. Carson.....	Kissimmee, Fla.
	St. Cloud.		
Lake Butler Tel. Co.....	Lake Butler.....	Edgar T. Knight.....	Lake Butler, Fla.
Lake County Tel. Co.....	Dade City.....	W. B. Merck.....	Eustis, Fla.
	Eustis.		
	Mt. Dora.		
	Tavares.		
Lee County Tel. Co.....	Fort Myers.....	G. M. Heitman.....	Fort Myers, Fla.
Leesburg Tel. Co.....	Leesburg	P. M. Buttler.....	Leesburg, Fla.

TELEPHONE COMPANIES AND THEIR EXCHANGES IN THE STATE OF FLORIDA—(Continued)

NAME OF TELEPHONE COMPANY	EXCHANGES	MANAGER	ADDRESS OF MANAGER
Little River Tel. Co.....	Melbourne	W. C. Jernigan.....	Melbourne, Fla.
McIntosh Tel. Co.....	McIntosh	S. H. Waldrup.....	McIntosh, Fla.
Madison Tel. Co.....	Madison	J. R. Gunn.....	Madison, Fla.
Marianna Tel. Exchange.....	Marianna	W. H. Milton.....	Marianna, Fla.
Miami Tel. Co.....	Miami	C. M. Terrell.....	Miami, Fla.
Monticello Tel. Co.....	Monticello	T. B. McDonald.....	Monticello, Fla.
Ocala Tel. Co.....	Ocala	J. P. Phillips.....	Ocala, Fla.
	Wildwood.		
Orlando Tel. Co.....	Orlando	J. H. Dean.....	Orlando, Fla.
Osceola Tel. Co.....	Kissimmee	E. G. Van Agnew.....	Kissimmee, Fla.
Peninsular Tel. Co.....	Bartow	W. G. Brorein.....	Tampa, Fla.
	Bradentown.		
	Clearwater.		
	Lakeland.		
	Mulberry.		

TELEPHONE COMPANIES AND THEIR EXCHANGES IN THE STATE OF FLORIDA—(Continued)

NAME OF TELEPHONE COMPANY	EXCHANGES	MANAGER	ADDRESS OF MANAGER
	Palmetto. Port Tampa. Plant City. Sarasota. Tampa. Tarpon Springs.		
Ponce de Leon Tel. Co.....	Ponce de Leon.....	A. L. Moore.....	Ponce de Leon, Fla.
Quincy Tel. Co.....	Quincy	C. V. Pinson.....	Quincy, Fla.
St. Andrews Bay Tel. Co.....	Panama City.....	W. F. Look.....	Panama City, Fla.
Sanford Tel. Co.....	Geneva	Geo. H. Fernald.....	Sanford, Fla.
	Oviedo. Sanford.		
Southern Bell Telegraph & Tel. Co..	Fernandina	J. Epps Brown.....	Atlanta, Ga.
	Gainesville. Green Cove Springs. Jacksonville. Key West. Lake City. Micanopy. Palatka.		

	Pensacola. St. Augustine.		
Southern Tel. & Construction Co.....	Tallahassee	W. L. Moor.....	Tallahassee, Fla.
Starke Tel. Exchange.....	Starke	J. L. Warren.....	Starke, Fla.
Trenton Tel. Association.....	Trenton	W. E. Bell.....	Trenton, Fla.
West Coast Tel. Co.....	St. Petersburg.....	H. R. Frazee.....	St. Petersburg, Fla.
West Florida Rural Tel. Co.....	Milligan	A. L. Garrett.....	Milligan, Fla.

TELEGRAPH COMPANIES

NAME OF TELEGRAPH COMPANY	MANAGER	ADDRESS OF MANAGER
Western Union Telegraph Co.....	L. J. Maxwell, Dist. Supt.....	Jacksonville, Fla.
Postal- Telegraph Cable Co.....	G. W. Ribble, Supt.....	Atlanta, Ga.

OFFICIAL NAMES AND LOCATION OF GENERAL OFFICES OF RAILROADS OPERATING IN FLORIDA.

OFFICIAL NAME OF COMPANY.	LOCATION OF GENERAL OFFICES.
Apalachicola Northern Railroad Co.....	Port St. Joe.....Fla.
Atlanta and St. Andrews Bay Railway Co.....	Dothan .....Ala.
Atlantic Coast Line Railroad Co.....	Wilmington .....N. C.
Birmingham, Columbus and St. Andrews Railroad Co.....	Chipley .....Fla.
Charlotte Harbor and Northern Railway Co.....	Boca Grande.....Fla.
Clermont Railroad.....	Orange Heights.....Fla.
Fellsmere Railroad Co.....	Fellsmere .....Fla.
Florida Central Railroad Co.....	Thomasville .....Ga.
Florida, Alabama and Gulf Railroad Co.....	Falco .....Ala.
Florida East Coast Railway Co.....	St. Augustine.....Fla.
Florida Railway Co.....	Live Oak.....Fla.
Georgia, Florida and Alabama Railway Co.....	Bainbridge .....Ga.
Georgia and Florida Railway Co.....	Augusta .....Ga.
Georgia Southern and Florida Railway Co.....	Macon .....Ga.
Gulf, Florida & Alabama Railway Co.....	Pensacola.....Fla.
Jacksonville Terminal Co.....	Jacksonville .....Fla.
Lake Hancock and Clermont Railroad Co.....	Carters .....Fla.
Live Oak, Perry and Gulf Railroad Co.....	Live Oak.....Fla.
Louisville and Nashville Railroad Co.....	Louisville .....Ky.
Madison Southern Railroad Co.....	Madison .....Fla.
Marianna and Blountstown Railroad Co.....	Marianna .....Fla.
Ocala Northern Railroad Co.....	Ocala .....Fla.
Ocala and Southwestern Railroad Co.....	Ocala .....Fla.
Pensacola, Alabama and Tennessee Railroad Co.....	Pensacola .....Fla.
Pensacola and Perdido Railroad Co.....	Pensacola .....Fla.
Seaboard Air Line Railway.....	Portsmouth .....Va.
South Georgia Railway Co.....	Quitman .....Ga.

St. Johns River Terminal Co.....	Macon	Ga.
Standard and Hernando Railroad Co.....	Rockwell	Fla.
Tampa and Gulf Coast Railway Co.....	Tampa	Fla.
Tampa and Jacksonville Railway Co.....	Gainesville	Fla.
Tavares and Gulf Railroad Co.....	Tavares	Fla.

MILEAGE OF RAILROADS IN FLORIDA JUNE 30, 1914.

NAME OF COMPANY.	LINE OWNED.				Line of Proprietary Companies.	Line Oper- ated Under Lease.	Line Oper- ated Under Contract, etc.	Line Oper'd Under Track- age Rights.	Total Mileage Operated, All Tracks.	New Line Constructed During Year.
	Miles of Main Line.	Miles of Second Track.	Miles Yard Track and Sidings.	Miles of Branches and Spurs.						
Apalachicola Northern	102.02		7.30						109.32	
Atlanta and St. Andrews Bay	66.00		4.50						70.50	
Atlantic Coast Line	947.36	36.58	328.89	655.77				10.45	1,979.05	82.61
Birmingham, Columbus & St. Andrews	19.25		4.29					18.75	42.29	
Charlotte Harbor and Northern	96.44		14.42	17.68				1.25	129.79	
Fellsmere Railroad	9.83		.41						10.24	
Florida Central	33.83		1.30						35.13	
Florida, Alabama and Gulf	20.00		.34						20.34	
Florida East Coast	522.00		123.41	168.13			5.00	.79	819.33	53.50
Florida Railway	52.00		2.00	7.00					61.00	
Georgia, Florida and Alabama	73.07		8.28	11.23					92.58	
Georgia and Florida	13.60		1.11						14.71	
Georgia Southern and Florida	152.36		22.24					3.39	177.99	
Gulf, Florida and Alabama	45.13		8.23	3.09					56.45	2.35
Jacksonville Terminal Co.	4.83		26.33						31.16	
Live Oak, Perry and Gulf	62.85		6.87	21.03					90.75	
Louisville and Nashville	216.75	2.32	56.25	28.70				.90	304.92	
Madison Southern	6.70		.30						7.00	
Marianna and Blountstown	28.56		.99						29.55	
Ocala Northern	45.50		.50		2.00			5.78	53.78	
Ocala and Southwestern	6.00					6.00		11.00	23.00	

Pensacola, Alabama and Tennessee..	15.30	.....	.75	.....	.....	.....	.....	.....	16.05	.....
Pensacola and Perdido.....	8.00	.....	2.65	.....	.....	.....	.....	.....	10.65	.....
Seaboard Air Line.....	956.56	.....	224.07	36.96	.....	.....	1.46	.....	1,219.05	15.57
South Georgia.....	12.41	.....	1.72	.....	.....	26.00	.....	5.00	45.13	.....
St. Johns River Terminal Company..	7.66	.....	24.50	.....	.....	.....	.....	.....	32.16	.....
Standard and Hernando.....	26.80	.....	9.03	7.31	.....	.....	.....	.....	43.14	.....
Tampa and Gulf Coast.....	26.00	.....	2.00	29.00	.....	.....	.....	7.70	64.70	25.00
Tampa and Jacksonville.....	56.00	.....	2.00	.....	.....	.....	.....	.....	58.00	.....
Tampa Northern.....	46.44	.....	11.14	12.30	.....	.....	2.57	1.38	73.83	.....
Tavares and Gulf.....	31.64	.....	1.56	.....	.....	.....	.....	3.39	36.59	.....
Tampa Union Station Company.....	1.42	.....	.....	.....	.....	.....	.....	.....	1.42	.....
Totals	3,712.38	38.90	897.38	998.20	2.00	32.00	9.03	69.78	5,759.67	179.03

OPERATING REVENUES FOR THE YEAR ENDING JUNE 30, 1914—STATE OF FLORIDA.

NAME OF COMPANY	Freight Revenue	Passenger* Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue
Apalachicola Northern	\$133,696.39	\$63,143.27	\$376.86	.....	\$5,948.71
Atlanta and St. Andrews Bay	87,826.80	81,302.82	623.36	.....	4,994.13
Atlantic Coast Line	5,634,558.44	2,626,104.85	33,559.97	.....	165,042.70
Birmingham, Columbus & St. Andrews	22,149.43	20,396.70	93.37	.....	1,649.19
Charlotte Harbor and Northern	336,720.35	52,995.77	255.60	.....	4,398.96
Fellsmere Railroad	7,882.89	5,388.25	3.77	.....	428.35
Florida Central	16,405.67	3,547.90	24.29	.....	1,411.49
*Florida, Alabama and Gulf	31,106.95	8,694.35	3.85	.....	1,103.08
Florida East Coast	2,593,682.70	2,075,542.58	18,909.52	.....	156,649.97
Florida Railway	26,036.44	23,184.96	87.23	.....	2,155.79
Georgia, Florida and Alabama	85,879.81	64,078.47	710.56	.....	7,200.74
Georgia and Florida	10,969.31	5,028.51	32.97	1.97	315.52
Georgia Southern and Florida	260,366.97	149,536.06	1,406.47	.....	18,067.67
Gulf, Florida and Alabama	47,131.47	18,769.05	107.60	.....	.....
Jacksonville Terminal Company .....	.....	.....	.....	.....	.....
Live Oak, Perry and Gulf	112,012.87	23,908.05	146.14	.....	960.51
Louisville and Nashville	1,209,848.23	534,515.75	7,740.30	1,095.56	27,035.68
Madison Southern	5,188.41	642.71	.50	.....	.....
Marianna and Blountstown	25,912.87	15,674.24	180.95	.....	1,776.50
Ocala Northern	37,903.37	17,058.12	.....	.....	2,133.84
Ocala and Southwestern	30,834.63	.....	.....	.....	.....
Pensacola, Alabama and Tennessee	2,222.99	352.90	.....	.....	.....
Pensacola and Perdido	13,348.57	1,764.25	.....	.....	375.34
Seaboard Air Line	3,718,638.28	1,728,002.85	18,445.60	1,346.40	87,963.78
South Georgia	49,068.70	29,238.58	159.29	335.93	2,592.28
St. Johns River Terminal Company .....	.....	.....	.....	.....	.....
Standard and Hernando	73,726.88	1,680.75	.....	.....	523.56
Tampa and Gulf Coast	48,160.92	20,859.01	86.37	.....	618.16
Tampa and Jacksonville	87,011.29	6,012.15	5.35	.....	880.78
Tampa Northern	133,677.46	34,588.34	125.65	.....	2,092.40
Tavares and Gulf	28,056.38	1,577.63	.....	.....	1,169.06
Tampa Union Station Company .....	.....	.....	.....	.....	.....
Totals	\$14,870,025.47	\$7,613,588.87	\$83,090.57	\$2,779.93	\$497,488.19

OPERATING REVENUES FOR THE YEAR ENDING JUNE30, 1914—(Continued)

NAME OF COMPANY	Express Revenue	Other Passenger Train Revenue	Switching, Spe'l Train Service and Miscella- neous Revenue	Revenue from Operations Other than Transportation	Total Operating Revenue
Apalachicola Northern	\$7,377.23		\$119.00	\$16,090.84	\$223,752.30
Atlanta and St. Andrews Bay	3,133.75		1,359.20	2,436.35	181,676.41
Atlantic Coast Line	347,584.94	3,411.70	58,486.67	106,253.70	8,975,092.97
Birmingham, Columbus & St. Andrews			25.00	331.96	44,705.65
Charlotte Harbor and Northern	5,444.23	7.85	7,270.75	2,771.13	409,864.64
Fellsmere Railroad				867.71	14,570.97
Florida Central	201.54		700.00	1,590.51	23,881.40
*Florida, Alabama and Gulf			54.95	29.82	40,993.00
Florida East Coast	321,049.85	11,327.77	69,135.76	101,520.40	5,347,818.55
Florida Railway			67.47		51,531.89
Georgia, Florida and Alabama	4,973.62		609.00	5,091.57	168,534.77
Georgia and Florida	156.89	.71	92.74	424.00	17,022.62
Georgia Southern and Florida	19,874.83	392.00	1,686.38	50,871.50	502,201.88
Gulf, Florida and Alabama		89.00	826.10	8,821.95	75,745.17
Jacksonville Terminal Company				24,161.38	24,161.38
Live Oak, Perry and Gulf	839.00	196.25	164.00	13,384.06	151,610.88
Louisville and Nashville	52,287.16	320.99	31,464.14	43,109.04	1,907,416.85
Madison Southern			166.00		5,997.62
Marianna and Blountstown				927.51	44,472.07
Ocala Northern	258.14		1,655.00		59,008.47
Ocala and Southwestern			120.00	70.20	31,024.83
Pensacola, Alabama and Tennessee					2,575.89
Pensacola and Perdido				2,334.23	17,822.39
Seaboard Air Line	163,948.27	377.71	69,384.08	425,645.80	6,213,759.77
South Georgia	400.82		331.50	10,988.40	93,115.50
St. Johns River Terminal Company			56,692.00	7,821.76	64,513.76
Standard and Hernando			478.00	1,547.38	77,956.57
Tampa and Gulf Coast	816.15		35.00	334.61	70,910.22
Tampa and Jacksonville	4,417.60		505.50	409.18	99,241.85
Tampa Northern	1,712.99		1,536.00	6,720.21	180,453.05
Tavares and Gulf	656.70				31,459.77
Tampa Union Station Company				5,048.78	5,048.78
Totals	\$935,133.71	\$16,123.98	\$302,955.24	\$839,664.18	\$25,160,844.87

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1914—STATE OF FLORIDA

NAME OF ROAD.	Maintenance of Way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses
Apalachicola Northern.....	\$48,803.71	\$32,420.02	\$3,707.29	\$62,377.29
Atlanta and St. Andrews Bay.....	32,842.97	19,710.13	2,758.97	41,615.16
Atlantic Coast Line.....	1,246,948.13	1,485,218.86	158,354.83	3,196,290.15
Birmingham, Columbus & St. Andrews.....	13,604.26	3,932.57	150.06	12,812.25
Charlotte Harbor and Northern.....	146,580.73	82,948.60	11,157.63	160,300.95
Fellsmere Railroad.....	11,153.99	7,405.31	368.50	13,329.29
Florida Central.....	11,770.25	2,256.25	1,256.32	7,634.77
Florida, Alabama and Gulf.....	12,318.34	4,335.34	959.78	11,630.42
Florida East Coast.....	866,799.45	736,909.18	97,185.58	1,815,484.05
Florida Railway.....	13,495.46	4,458.45	198.60	19,789.27
Georgia, Florida and Alabama.....	54,971.27	34,310.93	7,797.84	79,846.92
Georgia and Florida.....	3,120.96	2,817.86	700.49	6,833.60
Georgia Southern and Florida.....	106,923.68	110,280.35	24,054.50	240,043.97
Gulf, Florida and Alabama.....	3,429.33	7,051.72	2,226.35	21,867.13
Jacksonville Terminal Company.....	26,281.35	21,987.93	.....	125,006.94
Live Oak, Perry and Gulf.....	45,238.50	22,991.43	3,847.95	32,749.66
Louisville and Nashville.....	364,681.40	290,257.11	45,178.49	643,301.06
Madison Southern.....	3,305.45	1,874.14	1.99	4,105.85
Marianna and Blountstown.....	12,049.29	5,855.19	175.16	11,911.98
Ocala Northern.....	11,921.60	9,833.96	1,350.59	18,553.20
Ocala and Southwestern.....	7,140.64	2,251.42	1,223.10	4,864.21
Pensacola, Alabama and Tennessee.....	2,376.04	673.82	.....	4,842.66
Pensacola and Perdido.....	2,979.45	1,215.94	.....	4,842.73
Seaboard Air Line.....	837,937.07	780,064.99	255,007.53	2,247,224.05
South Georgia.....	13,559.12	8,063.60	1,620.35	21,494.86
St. Johns River Terminal Company.....	23,620.14	4,463.21	.....	118,740.41
Standard and Hernando.....	19,357.83	23,829.47	71.74	29,894.29
Tampa and Gulf Coast.....	13,050.19	6,830.44	1,860.96	16,138.01
Tampa and Jacksonville.....	16,474.29	8,549.89	1,642.83	35,407.08
Tampa Northern.....	29,800.29	34,471.71	84.33	50,517.85
Tavares and Gulf.....	10,611.07	1,415.72	956.78	9,127.52
Tampa Union Station Company.....	1,049.75	.....	.....	19,632.84
Totals	\$4,014,196.00	\$3,758,685.54	\$623,898.54	\$9,088,210.42

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1914—STATE OF FLORIDA — (Continued).

16—R. R.

NAME OF ROAD	General Expenses	Total Operating Expenses	Ratio of Operating Expense to Operating Revenue per cent.
Apalachicola Northern.....	\$17,407.61	\$164,715.92	72.64
Atlanta and St. Andrews Bay.....	19,396.42	116,323.65	64.21
Atlantic Coast Line.....	300,311.65	6,387,123.62	71.17
Birmingham, Columbus & St. Andrews.....	4,728.24	35,227.38	79.00
Charlotte Harbor and Northern.....	24,165.86	425,153.77	103.73
Fellsmere Railroad.....	389.29	32,648.38	230.00
Florida Central.....	3,104.47	26,022.06	108.96
Florida, Alabama and Gulf.....	5,246.53	34,490.41	84.10
Florida East Coast.....	136,842.69	3,653,220.95	68.31
Florida Railway.....	6,829.62	44,771.40	85.98
Georgia, Florida and Alabama.....	18,059.40	194,986.36	115.69
Georgia and Florida.....	1,261.89	14,734.80	86.56
Georgia Southern and Florida.....	30,187.41	511,489.91	101.85
Gulf, Florida and Alabama.....	3,781.59	38,356.12	50.64
Jacksonville Terminal Company.....	17,869.29	191,145.51	241
Live Oak, Perry and Gulf.....	9,988.77	114,816.31	75.73
Louisville and Nashville.....	40,086.53	1,383,504.59	72.53
Madison Southern.....	1,524.09	10,811.52	180.00
Marianna and Blountstown.....	4,313.28	34,304.90	77.00
Ocala Northern.....	9,868.29	51,527.64	87.00
Ocala and Southwestern.....	6,932.76	22,412.13	72.20
Pensacola, Alabama and Tennessee.....	2,803.72	10,696.24	410.00
Pensacola and Perdido.....	2,651.12	11,689.24	65.64
Seaboard Air Line.....	231,919.67	4,352,153.31	70.04
South Georgia.....	4,832.58	49,570.51	60.35
St. Johns River Terminal Company.....	3,523.54	150,347.30	.....
Standard and Hernando.....	2,166.63	75,319.96	96.62
Tampa and Gulf Coast.....	7,018.91	44,898.51	63.03
Tampa and Jacksonville.....	4,838.14	66,912.23	67.44
Tampa Northern.....	7,341.81	122,215.99	67.73
Tavares and Gulf.....	4,409.42	26,520.51	84.00
Tampa Union Station Company.....	1,498.31	22,180.90	.....
Totals	\$935,299.53	\$18,420,291.03	.....

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVE-
LY JUNE 30, 1913, AND JUNE 30, 1914, FOR STATE OF FLORIDA

NAME OF ROAD.	OPERATING REVENUE.			
	Year Ending June 30, 1913.	Year Ending June 30, 1914.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$261,739.50	\$226,752.30		\$34,987.20
Atlanta and St. Andrews Bay	177,811.50	181,676.40	\$3,864.90	
Atlantic Coast Line	8,798,528.22	8,975,002.97	176,474.75	
Birmingham, Columbus & St. Andrews	56,725.01	44,705.65		12,019.36
Charlotte Harbor and Northern	391,752.54	409,864.64	18,112.10	
Fellsmere Railroad	14,305.31	14,570.97	265.66	
Florida Central	39,417.84	23,881.40		15,536.44
*Florida, Alabama and Gulf	59,289.97	40,993.00		18,296.97
Florida East Coast	5,037,056.47	5,347,818.55	310,762.08	
Florida Railway	49,945.93	51,531.89	1,585.96	
Georgia, Florida and Alabama	192,462.77	168,534.77		23,928.00
*Georgia and Florida	832,629.20	851,131.07	18,501.87	
Georgia Southern and Florida	515,016.39	502,201.88		13,814.51
Gulf, Florida and Alabama	36,522.82	75,745.17	39,223.35	
Jacksonville Terminal Company				
Live Oak, Perry and Gulf	114,619.61	151,610.88	37,991.27	
Louisville and Nashville	1,971,079.24	1,907,416.85		63,663.39
Madison Southern	11,921.45	5,997.62		5,923.83
Marianna and Blountstown	48,692.39	44,472.07		4,220.32
Ocala Northern	75,783.33	59,008.47		16,824.86
Ocala and Southwestern	29,789.95	31,024.83	1,234.88	
Pensacola, Alabama and Tennessee	14,579.57	2,575.89		10,003.68
Pensacola and Perdido	29,284.00	17,822.39		11,461.61
Seaboard Air Line	5,962,202.85	6,213,752.77	251,549.92	
South Georgia	79,901.53	93,115.50	13,214.07	
St. Johns River Terminal Company				
Standard and Hernando	111,178.80	77,956.57		33,222.23
Tampa and Gulf Coast	38,575.00	70,910.22	32,335.22	
Tampa and Jacksonville	91,178.40	99,241.85	8,063.45	
Tampa Northern	190,908.01	180,453.05		10,454.96
Tavares and Gulf	28,589.10	31,459.77	2,870.67	
Tampa Union Station Company				

COMPARISON OF OPERATING REVENUES AND EXPENSES FOR THE TWO YEARS ENDING RESPECTIVE-
LY JUNE 30, 1913, AND JUNE 30, 1914, FOR STATE OF FLORIDA—(Continued)

NAME OF ROAD.	OPERATING EXPENSES.			
	Year Ending June 30, 1913.	Year Ending June 30, 1914.	Increase for Latter Year.	Decrease for Latter Year.
Apalachicola Northern	\$172,789.79	\$164,715.92	.....	\$8,073.87
Atlanta and St. Andrews Bay	114,277.29	116,323.65	\$2,046.36	.....
Atlantic Coast Line	5,970,327.05	6,387,123.62	416,796.57	.....
Birmingham, Columbus & St. Andrews	50,227.85	35,227.38	.....	15,000.47
Charlotte Harbor and Northern	415,406.76	425,153.77	9,747.01	.....
Fellsmere Railroad	29,115.18	32,646.38	3,531.20	.....
Florida Central	37,038.26	26,022.06	.....	11,016.20
*Florida, Alabama and Gulf	37,755.06	34,490.41	.....	3,264.65
Florida East Coast	3,554,603.62	3,653,220.95	98,617.33	.....
Florida Railway	53,248.68	44,771.40	.....	8,477.28
Georgia, Florida and Alabama	182,547.81	194,986.36	12,438.55	.....
*Georgia and Florida	733,653.10	736,739.76	3,086.66	.....
Georgia Southern and Florida	497,949.69	511,489.91	13,540.22	.....
Gulf, Florida and Alabama	17,105.32	38,356.12	21,250.80	.....
Jacksonville Terminal Company .....	.....	.....	.....	.....
Live Oak, Perry and Gulf	95,489.68	114,816.31	19,326.63	.....
Louisville and Nashville	1,463,893.98	1,383,504.59	.....	80,389.39
Madison Southern	14,156.43	10,811.52	.....	3,344.91
Marianna and Blountstown	32,599.34	34,304.90	1,705.56	.....
Ocala Northern	66,168.40	51,527.64	.....	14,640.76
Ocala and Southwestern	20,648.76	22,412.13	1,763.37	.....
Pensacola, Alabama and Tennessee	13,760.88	10,696.24	.....	3,064.64
Pensacola and Perdido	13,897.23	11,689.24	.....	2,207.99
Seaboard Air Line	4,264,952.90	4,352,153.31	87,200.41	.....
South Georgia	69,642.04	49,570.51	.....	20,071.53
St. Johns River Terminal Company .....	.....	.....	.....	.....
Standard and Hernando	80,242.94	75,319.96	.....	4,922.98
Tampa and Gulf Coast	27,511.91	44,898.51	17,386.60	.....
Tampa and Jacksonville	61,267.32	66,912.23	5,644.91	.....
Tampa Northern	120,543.68	122,215.99	1,672.31	.....
Tavares and Gulf	31,794.23	26,520.51	.....	5,273.72
Tampa Union Station Company .....	.....	.....	.....	.....

CAPITAL STOCK AND FUNDED DEBT, ENTIRE LINE, FOR YEAR ENDING JUNE 30, 1914

NAME OF ROAD.	Miles Covered by Figures.	CAPITAL STOCK.			
		Total Par Value Outstanding	Assignment.		
			To Railways.	To Other Properties.	Am't per Mile of Line.
Apalachicola Northern.....	102.02	\$3,000,000	\$ 3,000,000	.....	\$ 29,405
Atlanta and St. Andrews Bay.....	82.00	300,000	300,000	.....	3,658
Atlantic Coast Line.....	4,567.74	68,754,700	68,754,700	.....	15,052
Birmingham, Columbus & St. Andrews .....	.....	.....	.....	.....	.....
Charlotte Harbor and Northern.....	114.12	2,000,000	2,000,000	.....	17,562
Fellsmere Railroad.....	.....	.....	.....	.....	.....
Florida Central.....	47.10	50,000	50,000	.....	1,061
Florida, Alabama and Gulf.....	25.50	150,000	150,000	.....	5,882
Florida East Coast.....	690.13	10,000,000	10,000,000	.....	14,490
Florida Railway .....	.....	.....	.....	.....	.....
Georgia, Florida and Alabama.....	192.13	450,000	450,000	.....	2,342
Georgia and Florida.....	320.20	8,750,000	8,750,000	.....	27,327
Georgia Southern and Florida.....	391.61	3,768,000	3,768,000	.....	9,622
Gulf, Florida and Alabama.....	104.59	2,050,000	2,050,000	.....	19,600
Jacksonville Terminal Company.....	.....	200,000	200,000	.....	.....
Live Oak, Perry and Gulf.....	83.88	600,000	600,000	.....	7,153
Louisville and Nashville.....	4,838.27	72,000,000	72,000,000	.....	14,881
Madison Southern.....	6.70	50,000	50,000	.....	7,463
Marianna and Blountstown.....	28.56	120,000	120,000	.....	4,201
Ocala Northern.....	.....	390,000	390,000	.....	.....
Ocala and Southwestern.....	6.00	25,000	25,000	.....	4,166
Pensacola, Alabama and Tennessee.....	15.30	100,000	100,000	.....	6,536
Pensacola and Perdido.....	10.65	125,000	125,000	.....	11,737
Seaboard Air Line.....	3,021.83	62,516,000	62,516,000	.....	20,688
South Georgia.....	51.00	58,000	58,000	.....	1,137
St. Johns River Terminal Company.....	.....	100,000	100,000	.....	.....
Standard and Hernando.....	34.11	300,000	300,000	.....	8,795
Tampa and Gulf Coast.....	55.00	250,000	250,000	.....	4,545
Tampa and Jacksonville.....	56.00	591,900	591,900	.....	10,569
Tampa Northern.....	58.74	750,000	750,000	.....	12,768
Tavares and Gulf.....	31.64	250,000	250,000	.....	7,901
Tampa Union Station Company.....	1.42	30,000	30,000	.....	.....

CAPITAL STOCK AND FUNDED DEBT, ENTIRE LINE, FOR YEAR ENDING JUNE 30, 1914—(Continued)

NAME OF ROAD.	FUNDED DEBT.				Total Amount Outstand'g	Total Amount Per Mile for Road Owned
	Total Par Value Outstanding	Assignment.				
		To Railways.	To Other Properties.	Am't per Mile of Line		
Apalachicola Northern.....	\$ 2,002,850	\$ 2,002,850		\$ 19,631	\$ 5,002,850	\$ 49,036
Atlanta and St. Andrews Bay.....	850,000	850,000		10,366	1,150,000	14,024
Atlantic Coast Line.....	154,921,369	154,921,369		33,917	223,676,069	48,969
Birmingham, Columbus & St. Andrews.						
Charlotte Harbor and Northern.....					2,000,000	17,562
Fellsmere Railroad.....						
Florida Central.....	500,000	500,000		10,615	550,000	11,676
Florida, Alabama and Gulf.....	500,000	500,000		19,568	650,000	25,450
Florida East Coast.....	37,400,000	37,400,000		54,193	47,400,000	68,683
Florida Railway.....						
Georgia, Florida and Alabama.....	2,136,413	2,136,413		11,119	2,586,413	13,461
Georgia and Florida.....	8,577,494	8,577,494		26,788	17,327,494	54,115
Georgia Southern and Florida.....	7,811,000	7,811,000		19,946	11,579,000	29,568
Gulf, Florida and Alabama.....	2,050,000	2,050,000		19,600	4,100,000	39,200
Jacksonville Terminal Company.....	500,000	500,000			700,000	
Live Oak, Perry and Gulf.....	850,979	850,979		10,145	1,450,979	17,298
Louisville and Nashville.....	184,463,196	184,463,196		38,126	256,463,196	53,007
Madison Southern.....					50,000	7,463
Marianna and Blountstown.....	200,000	200,000		7,002	320,000	11,203
Ocala Northern.....	155,000	155,000			545,000	
Ocala and Southwestern.....					25,000	4,166
Pensacola, Alabama and Tennessee..	100,000	100,000		6,536	200,000	13,072
Pensacola and Perdido.....	300,000	300,000		28,169	425,000	39,906
Seaboard Air Line.....	152,071,000	152,071,000		50,324	214,587,000	71,012
South Georgia.....	204,000	204,000		4,000	262,000	5,137
St. Johns River Terminal Company...	1,200,000	1,200,000			1,300,000	
Standard and Hernando.....					300,000	8,795
Tampa and Gulf Coast.....	755,875	755,875		13,743	1,005,875	18,288
Tampa and Jacksonville.....	566,911	566,911		10,000	1,158,811	20,569
Tampa Northern.....	1,458,000	1,458,000		24,821	2,208,000	37,589
Tavares and Gulf.....	299,000	299,000		9,450	549,000	17,351
Tampa Union Station Company.....	225,000	225,000			255,000	

EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907
TO JUNE 30, 1914

NAME OF ROAD.	EXPENDITURES FOR ROAD.			
	New Lines or Extensions for Year Ending June 30, 1914.	Additions and Betterments for Year Ending June 30, 1914.	Total Expendi- tures, July 1, '07, June 30, 1913.	Total Expendi- tures, July 1, '07, June 30, 1914.
*Apalachicola Northern.....		\$ 5,461.32	\$ 4,361,747.73	\$ 4,367,209.05
Atlanta and St. Andrews.....		92,970.55	77,037.24	170,007.79
*Atlantic Coast Line.....	383,770.41	3,318,329.49	14,486,085.43	18,188,185.33
Birmingham, Columbus & St. Andrews.....		708.17		
Charlotte Harbor and Northern.....	47,255.15	230,264.58	1,397,441.12	1,674,960.85
Fellsmere Railroad.....				
Florida Central				541,391.81
*Florida, Alabama and Gulf.....				142,357.47
Florida East Coast.....	2,645,347.93	23,326.21	22,904,318.66	25,572,992.80
Florida Railway		123.79	314,142.95	314,266.74
*Georgia, Florida and Alabama.....		12,734.18	610,700.83	623,435.01
Georgia and Florida.....		30,570.87	14,661,593.54	14,692,164.41
*Georgia Southern and Florida.....		92,641.44	643,046.33	735,687.77
*Gulf, Florida and Alabama.....	1,453,250.00		2,265,125.00	3,718,375.00
Jacksonville Terminal Company.....		21,174.91	260,344.20	281,519.11
Live Oak, Perry and Gulf.....	9,933.91	20,862.57	69,779.12	100,575.60
*Louisville and Nashville.....	20,996,876.11	4,981,299.07	23,944,941.49	49,923,116.67
Madison Southern.....			48,142.40	48,142.40
Marianna and Blountstown.....		228.52	152,045.65	152,274.17
Ocala Northern.....			558,138.57	558,138.57
Ocala and Southwestern.....			34,218.74	34,218.74
Pensacola, Alabama and Tennessee.....				
Pensacola and Perdido.....				
*Seaboard Air Line.....	86,928.51	1,767,009.85	25,396,351.85	27,250,290.19
*South Georgia		2,666.96	51,303.89	53,970.85
St. Johns River Terminal Company.....				15,154.15
Standard and Hernando.....			130,774.39	130,774.39
Tampa and Gulf Coast.....	542,729.21	422.90	272,661.56	815,813.67
Tampa and Jacksonville.....	3,887.89		137,589.14	141,477.03
Tampa Northern.....		2,170.95	1,640,750.53	1,642,921.48
Tavares and Gulf.....	542.20		23,175.31	23,717.51
Tampa Union Station Company.....	1,680.50		236,517.63	238,198.13

**EXPENDITURES FOR NEW LINES OR EXTENSIONS AND ADDITIONS AND BETTERMENTS JULY 1, 1907
TO JUNE 30, 1914—(Continued)**

NAME OF ROAD.	Expenditures for Equipment July 1, 1907, to June 30, 1914.	General Expenditures July 1, 1907, to June 30, 1914.	Total Expenditures July 1, 1907, to June 30, 1914.
*Apalachicola Northern.....	\$ 161,964.94	\$.....	\$ 4,529,173.99
Atlanta and St. Andrews.....	54,833.09	.....	224,840.88
*Atlantic Coast Line.....	12,622,964.17	259,931.50	31,071,081.00
Birmingham, Columbus & St. Andrews.....	20,767.53	.....	21,475.70
Charlotte Harbor and Northern.....	434,545.73	54,127.26	2,163,633.84
Fellsmere Railroad.....	.....	.....	.....
Florida Central.....	17,558.58	59,066.00	618,016.39
*Florida, Alabama and Gulf.....	14,259.00	242.33	156,858.80
Florida East Coast.....	2,479,870.29	2,988,848.71	31,041,711.80
Florida Railway.....	9,089.55	650,348.99	973,705.28
*Georgia, Florida and Alabama.....	57,672.19	23,855.44	704,962.64
Georgia and Florida.....	830,561.35	.....	15,522,725.76
*Georgia Southern and Florida.....	1,367,038.12	21,030.41	2,123,756.30
*Gulf, Florida and Alabama.....	129,625.00	.....	3,848,000.00
Jacksonville Terminal Company.....	22,837.27	2,352.17	306,708.55
Live Oak, Perry and Gulf.....	107,873.12	.....	208,448.72
*Louisville and Nashville.....	16,331,026.69	20,737.69	66,274,881.05
Madison Southern.....	17,537.97	.....	65,680.37
Marianna and Blountstown.....	16,303.80	4,181.17	172,759.14
Ocala Northern.....	43,758.74	.....	619,634.60
Ocala and Southwestern.....	10,717.37	479.08	45,415.19
Pensacola, Alabama and Tennessee.....	4,267.24	.....	4,267.24
Pensacola and Perdido.....	5,956.50	.....	5,956.50
*Seaboard Air Line.....	11,485,517.00	28,876.66	38,764,683.85
*South Georgia.....	52,178.00	.....	106,148.85
St. Johns River Terminal Company.....	47,196.05	9,000.00	71,350.20
Standard and Hernando.....	49,430.39	.....	180,204.78
Tampa and Gulf Coast.....	35,055.34	.....	850,869.01
Tampa and Jacksonville.....	37,473.13	398,292.00	577,242.16
Tampa Northern.....	287,182.75	116,305.10	2,046,409.33
Tavares and Gulf.....	2,141.91	.....	25,859.42
Tampa Union Station Company.....	.....	17,601.10	255,799.23

TOTAL INVESTMENT TO JUNE 30, 1914, ENTIRE LINE

NAME OF ROAD.	Investment to June 30, 1907.		Investment. July 1, 1907, to June 30, 1914.	Total.
	Road.	Equipment.		
Apalachicola Northern	\$.....	\$.....	\$ 4,429,173.99	\$ 4,429,173.99
Atlanta and St. Andrews.....	1,159,008.48	113,899.86	224,840.88	1,497,749.22
Atlantic Coast Line.....	118,942,804.70	25,803,719.39	31,071,081.00	175,817,605.09
Birmingham, Columbus & St. Andrews			21,475.70	.....
Charlotte Harbor and Northern.....	636,150.22	53,157.92	2,163,633.84	2,852,941.98
Fellsmere Railroad.....				.....
Florida Central.....			618,016.39	618,016.39
Florida, Alabama and Gulf.....			156,858.80	156,858.80
Florida East Coast.....	12,590,201.21	2,627,001.09	31,041,711.80	46,258,914.10
Florida Railway.....	364,603.12	32,180.08	973,705.28	1,370,488.48
Georgia, Florida and Alabama.....	1,508,125.83	346,530.97	704,962.64	2,559,619.44
Georgia and Florida.....				15,522,725.26
Georgia Southern and Florida.....	8,821,418.77	1,404,298.40	2,123,756.30	12,349,473.47
Gulf, Florida and Alabama.....				3,848,000.00
Jacksonville Terminal Company.....	538,869.21	25,212.70	306,708.55	870,790.46
Live Oak, Perry and Gulf.....	1,070,256.76	63,671.63	208,448.72	1,342,377.11
Louisville and Nashville.....	139,471,342.11	36,072,004.83	66,274,881.05	241,818,227.99
Madison Southern.....				65,680.37
Marianna and Blountstown.....				172,759.14
Ocala Northern.....			619,634.60	619,634.60
Ocala and Southwestern.....			45,415.19	45,415.19
Pensacola, Alabama and Tennessee.....				.....
Pensacola and Perdido.....				.....
Seaboard Air Line.....	113,979,096.41	12,213,660.89	38,764,683.85	164,957,441.15
South Georgia.....	303,257.21	60,571.32	106,148.85	469,977.38
St. Johns River Terminal Company.....	1,187,137.91	10,000.00	71,350.20	1,268,488.11
Standard and Hernando.....	133,725.40	154,452.04	180,204.78	468,382.22
Tampa and Gulf Coast.....			850,869.01	850,869.01
Tampa and Jacksonville.....	533,891.02	48,046.63	577,242.16	1,159,179.81
Tampa Northern.....			2,046,409.33	2,046,409.33
Tavares and Gulf.....	550,178.50	25,859.42	.....	576,037.92
Tampa Union Station Company.....			255,799.23	255,799.23

TOTAL INVESTMENT TO JUNE 30, 1914, ENTIRE LINE—(Continued)

NAME OF ROAD.	Reserve for Accrued Depreciation.	Net Total.	Cost per Mile of Line.
Apalachicola Northern	\$ 16,448.00	\$ 4,412,725.10	\$ 43,253.52
Atlanta and St. Andrews .....	.....	1,497,749.22	18,265.23
Atlantic Coast Line	10,368,020.31	165,449,584.78	36,221.32
Birmingham, Columbus & St. Andrews .....	.....	.....	.....
Charlotte Harbor and Northern	58,091.58	2,794,850.40	24,493.16
Fellsmere Railroad .....	.....	.....	.....
Florida Central	1,608.97	616,407.42	13,087.21
Florida, Alabama and Gulf	1,109.40	155,749.40	6,107.82
Florida East Coast	564,392.52	45,694,541.58	66,211.50
Florida Railway	4,160.92	1,366,327.56	8,486.13
Georgia, Florida and Alabama	84,144.33	2,475,475.11	12,884.37
Georgia and Florida	87,298.79	15,435,426.97	48,205.58
Georgia Southern and Florida	697,451.88	11,652,021.59	29,754.14
Gulf, Florida and Alabama .....	.....	3,848,000.00	36,791.28
Jacksonville Terminal Company	8,291.87	862,498.59	.....
Live Oak, Perry and Gulf	36,796.89	1,305,580.22	15,564.85
Louisville and Nashville	27,413,599.95	214,404,628.04	49,114.99
Madison Southern .....	.....	65,680.37	9,803.04
Marianna and Blountstown	9,424.27	163,334.87	5,718.83
Ocala Northern .....	.....	619,634.60	13,618.25
Ocala and Southwestern .....	.....	45,415.19	7,569.20
Pensacola, Alabama and Tennessee .....	.....	122,400.00	8,000.00
Pensacola and Perdido .....	.....	159,750.00	15,000.00
Seaboard Air Line	2,095,050.46	162,862,390.69	54,588.59
South Georgia	32,829.53	437,147.85	8,571.53
St. Johns River Terminal Company	5,377.13	1,263,110.98	.....
Standard and Hernando	85,213.94	383,168.94	11,233.31
Tampa and Gulf Coast	654.75	850,214.26	10,157.81
Tampa and Jacksonville	8,165.23	1,151,014.58	20,553.83
Tampa Northern	32,032.77	2,014,376.56	34,293.10
Tavares and Gulf .....	.....	576,037.92	18,206.00
Tampa Union Station Company .....	.....	255,799.23	.....

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1914

NAME OF ROAD.	Railway Operating Income.		
	Operating Revenues.	Operating Expenses.	Net Operating Revenue.
Apalachicola Northern.....	\$ 226,752.30	\$ 164,715.92	\$ 62,036.38
Atlanta and St. Andrews Bay.....	227,095.51	145,404.57	81,690.94
Atlantic Coast Line.....	36,832,779.57	26,212,087.59	10,620,691.98
Birmingham, Columbus & St. Andrews.....	44,705.65	35,227.38	9,478.27
Charlotte Harbor and Northern.....	409,864.64	425,153.77 *	15,289.13
Fellsmere Railroad.....			
Florida Central.....	41,280.01	36,141.75	5,138.25
Florida, Alabama and Gulf.....	40,993.00	34,490.41	6,502.59
Florida East Coast.....	5,347,818.55	3,653,220.95	1,694,597.60
Florida Railway.....	53,109.99	44,771.90	8,337.09
Georgia, Florida and Alabama.....	609,621.78	519,617.59	90,004.19
Georgia and Florida.....	851,131.07	736,739.76	114,391.31
Georgia Southern and Florida.....	2,596,548.56	2,111,962.06	484,586.50
Gulf, Florida and Alabama.....	138,143.32	69,865.49	68,277.83
Jacksonville Terminal Company.....			
Live Oak, Perry and Gulf.....	151,610.88	114,816.31	36,794.57
Louisville and Nashville.....	59,682,777.77	44,782,708.27	14,900,069.50
Madison Southern.....	5,997.62	10,811.52 *	4,813.90
Marianna and Blountstown.....	44,472.07	34,304.30	10,167.17
Ocala Northern.....	59,008.47	51,527.64	7,480.83
Ocala and Southwestern.....	31,024.83	22,412.13	8,612.70
Pensacola, Alabama and Tennessee.....			
Pensacola and Perdido.....			
Seaboard Air Line.....	25,291,757.62	17,311,394.54	7,980,363.08
South Georgia.....	239,228.85	148,708.58	90,520.27
St. Johns River Terminal Company.....			
Standard and Hernando.....	77,956.57	75,319.96	2,636.61
Tampa and Gulf Coast.....	70,910.22	44,898.51	26,011.71
Tampa and Jacksonville.....	99,241.85	66,912.23	32,329.62
Tampa Northern.....	180,453.05	122,215.99	58,237.06
Tavares and Gulf.....	31,459.77	26,520.51	4,949.26
Tampa Union Station Company.....			

*Deficit or Loss.

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1914—(Continued)

NAME OF ROAD.	Income from Auxiliary (or Outside) Operations.			Total Net Revenue
	Revenue.	Expense.	Net Revenue.	
Apalachicola Northern.....	\$.....	\$.....	\$.....	\$ 62,036.38
Atlanta and St. Andrews Bay.....				81,690.94
Atlantic Coast Line.....	72,779.72	82,419.73 *	9,640.01	10,611,051.97
Birmingham, Columbus & St. Andrews.....				9,478.27
Charlotte Harbor and Northern.....				* 15,289.13
Fellsmere Railroad.....				.....
Florida Central.....				5,138.25
Florida, Alabama and Gulf.....				6,502.59
Florida East Coast.....	59,838.73	73,004.20 *	13,165.47	1,681,432.13
Florida Railway.....	25.06	1,066.80 *	1,041.74	7,295.25
Georgia, Florida and Alabama.....	8,198.53	14,109.91 *	5,911.38	84,092.81
Georgia and Florida.....				114,391.31
Georgia Southern and Florida.....	2,211.29	3,559.77 *	1,348.48	483,238.02
Gulf, Florida and Alabama.....				68,277.83
Jacksonville Terminal Company.....				.....
Live Oak, Perry and Gulf.....				36,794.57
Louisville and Nashville.....	402,532.22	377,404.61	25,118.61	14,925,188.11
Madison Southern.....				* 4,813.90
Marianna and Blountstown.....				10,167.17
Ocala Northern.....				7,480.83
Ocala and Southwestern.....				8,612.70
Pensacola, Alabama and Tennessee.....				.....
Pensacola and Perdido.....				.....
Seaboard Air Line.....	133,953.91	154,314.28 *	20,360.37	7,960,002.71
South Georgia.....				90,520.27
St. Johns River Terminal Company.....				.....
Standard and Hernando.....				2,636.61
Tampa and Gulf Coast.....				26,011.71
Tampa and Jacksonville.....				32,329.62
Tampa Northern.....				58,237.06
Tavares and Gulf.....				.....
Tampa Union Station Company.....				.....

*Deficit or Loss.

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1914—(Continued)

NAME OF ROAD.	Railway Tax Accruals.	Operating Income (or Loss.)	Other Income.
Apalachicola Northern.....	\$ 11,450.00	\$ 50,586.38	\$ 9,205.94
Atlanta and St. Andrews Bay.....	9,295.26	72,395.26	.....
Atlantic Coast Line.....	1,561,159.37	9,049,892.60	4,052,032.73
Birmingham, Columbus & St. Andrews.....	1,215.96	8,262.31	1,225.41
Charlotte Harbor and Northern.....	26,758.12 *	42,047.25	140,387.19
Fellsmere Railroad.....	.....	.....	.....
Florida Central.....	3,253.46	1,884.79	425.30
Florida, Alabama and Gulf.....	1,410.32	5,092.27	5,143.20
Florida East Coast.....	239,717.06	1,441,715.07	36,930.57
Florida Railway.....	6,023.52	1,271.73	.....
Georgia, Florida and Alabama.....	26,900.00	57,192.81	2,526.92
Georgia and Florida.....	42,400.00	71,991.31	7,100.78
Georgia Southern and Florida.....	136,219.70	347,018.32	161,459.34
Gulf, Florida and Alabama.....	8,251.99	60,025.84	18,155.31
Jacksonville Terminal Company.....	.....	.....	.....
Live Oak, Perry and Gulf.....	8,400.00	28,394.57	698.88
Louisville and Nashville.....	2,600,288.42	12,324,899.69	2,960,798.79
Madison Southern.....	381.00 *	5,194.90	3,913.20
Marianna and Blountstown.....	2,166.84	8,000.33	1,165.34
Ocala Northern.....	4,052.66	3,428.17	86.49
Ocala and Southwestern.....	290.28	8,322.42	192.31
Pensacola, Alabama and Tennessee.....	.....	.....	.....
Pensacola and Perdido.....	.....	.....	.....
Seaboard Air Line.....	999,000.00	6,961,002.71	298,996.38
South Georgia.....	10,116.49	80,403.78	1,064.44
St. Johns River Terminal Company.....	.....	.....	.....
Standard and Hernando.....	8,209.72 *	5,573.11	.....
Tampa and Gulf Coast.....	2,119.45	23,892.26	.....
Tampa and Jacksonville.....	5,815.98	26,513.54	.....
Tampa Northern.....	21,303.43	36,933.63	13,034.32
Tavares and Gulf.....	2,385.00	2,564.26	.....
Tampa Union Station Company.....	.....	.....	.....

*Deficit or Loss.

INCOME ACCOUNT OF OPERATING ROADS FOR ENTIRE LINE, YEAR ENDING JUNE 30, 1914—(Continued)

NAME OF ROAD.	Gross Corporate Income (or Loss.)	Deductions from Gross Corporate Income.	Net Corporate Income. (or Loss.)
Apalachicola Northern.....	\$ 59,792.32	\$ 103,731.41	\$* 43,939.09
Atlanta and St. Andrews Bay.....	72,395.26	54,739.95	17,655.73
Atlantic Coast Line.....	13,101,925.33	5,763,078.86	7,338,846.47
Birmingham, Columbus & St. Andrews.....	9,487.72	3,319.53	6,168.19
Charlotte Harbor and Northern.....	98,339.94	21,484.10	76,855.84
Fellsmere Railroad.....			
Florida Central.....	2,310.09	43,346.20	* 41,036.11
Florida, Alabama and Gulf.....	10,235.47	4,724.80	5,510.67
Florida East Coast.....	1,478,645.64	1,362,431.16	116,214.48
Florida Railway.....	1,271.73	1,014.62	257.11
Georgia, Florida and Alabama.....	59,719.73	133,517.62	* 73,797.89
Georgia and Florida.....	79,092.09	540,288.91	* 461,196.82
Georgia Southern and Florida.....	508,477.66	358,224.80	150,252.86
Gulf, Florida and Alabama.....	78,181.15	77,667.91	513.24
Jacksonville Terminal Company.....			
Live Oak, Perry and Gulf.....	29,093.45	44,299.98	* 15,206.53
Louisville and Nashville.....	15,285,698.39	8,201,536.64	7,084,161.75
Madison Southern.....	* 1,281.70		* 1,281.70
Marianna and Blountstown.....	9,165.67	27,643.79	* 18,478.12
Ocala Northern.....	3,514.66	6,635.66	* 3,121.00
Ocala and Southwestern.....	8,514.73	6,077.00	2,437.73
Pensacola, Alabama and Tennessee.....			
Pensacola and Perdido.....			
Seaboard Air Line.....	7,259,999.09	5,893,908.05	1,366,091.04
South Georgia.....	81,468.22	31,902.56	49,565.66
St. Johns River Terminal Company.....			
Standard and Hernando.....	* 5,573.11	2,712.25	* 8,285.36
Tampa and Gulf Coast.....	23,892.36	10,356.57	13,535.69
Tampa and Jacksonville.....	26,513.64	35,476.55	* 8,962.91
Tampa Northern.....	49,967.95	80,117.27	* 30,149.32
Tavares and Gulf.....	2,564.26	29,955.07	* 27,390.81
Tampa Union Station Company.....			

*Deficit or Loss.

ACCIDENTS DURING THE YEAR ENDING JUNE 30, 1914, IN THE STATE OF FLORIDA.

NAME OF COMPANY.	Accidents Resulting from the Movements of Trains, Locomotives or Cars.																								Accidents from Other Causes than Movements of Trains, Locomotives or Cars.						Total.			
	Railway Employees.																Other Persons.																	
	Trainmen.		Switch Tenders, Crossing Tenders, Watchmen.		Stationmen.		Shopmen.		Trackmen.		Telegraph Employees.		Other Employees.		Total.	Passengers.	Postal Clerks, Express Messengers, Pullman Employees, Etc.	Tresspassing.		Not Tresspassing.		Total.	Employees.	Others.	Total.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.	Killed.		Injured.	Killed.	Injured.
Apalachicola Northern.....	...	1	...	...	...	...	...	...	1	2	...	...	...	...	1	3	1	2	...	...	...	...	...	...	...	...	...	...	2	5		
Atlanta and St. Andrews.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Atlantic Coast Line.....	7	107	1	1	9	8	117	1	47	...	8	17	10	5	11	22	21	...	344	344	31	537	
Birmingham, Columbus & St. Andrews.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlotte Harbor and Northern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fellsmere Railroad.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Florida Central.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Florida, Alabama and Gulf.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...
Florida East Coast.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Florida Railway.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Georgia, Florida and Alabama.....	1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	...	...	1	...	1	...	2	...	...	...	...	...	1	4
Georgia and Florida.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	...	...	...	...	...	...	...	1	...	...	1	2
Georgia Southern and Florida.....	...	2	...	...	...	...	...	...	...	...	...	...	...	1	...	3	...	2	...	1	...	1	4	2	4	...	...	...	...	...	2	9
Gulf, Florida and Alabama.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jacksonville Terminal Company.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Live Oak, Perry and Gulf.....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	1
Louisville and Nashville.....	1	27	1	2	27	...	1	8	5	...	4	8	9	...	56	56	10	93	
Madison Southern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Marianna and Blountstown.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ocala Northern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ocala and Southwestern.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	1	1	...	...	...	...	...	1	1
Pensacola, Alabama and Tennessee.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...
Pensacola and Perdido.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Seaboard Air Line.....	4	82	2	9	1	7	3	7	101	2	32	...	4	6	13	2	24	8	37	1	304	...	1	1	305	18	479	
South Georgia.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
St. Johns River Terminal Company.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Standard and Hernando.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tampa and Gulf Coast.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Tampa and Jacksonville.....	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Tampa Northern.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Tavares and Gulf.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tampa Union Station Company.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals	15	222	2	9	3	11	1	14	21	256	4	85	...	13	33	31	8	44	41	75	1	705	...	1	1	706	67	1135

INDEX.

A.

	PAGE.
A. C. L. R. R.—Violation of Rule 11 of "Pass. Rules".....	112
Agencies and Depots Ordered.....	9
Alford, Fla., Depot Facilities.....	99
Amendments of Rules Governing Carriers.....	15
Astatula, Depot Facilities.....	75
Attitude of Railroads Toward Regulation.....	32
Audits of Books and Accounts of Carriers.....	11

B.

Bagdad Land & Lumber Co., Status of Tram Road.....	71
Baldwin, Passenger Depot Facilities.....	86
Betts, Depot Facilities.....	71

C.

Class P Rates on L. & N. R. R.....	85-89
Class P Rates, Relief for Short Lines.....	121
Classification No. 4 Issued and Amended.....	13-79
Claims, Overcharge, Collected.....	11
Comparison Railroad Mileage, Earnings and Expenses.....	6
Comparison of Florida Conditions and Rates.....	24
Counsel for Commission, Opinions.....	40
Cotton Pressed in Bales, Rates.....	106

D.

Damon, F. P., Inspecting Engineer, Report.....	61
Demurrage Rules Governing Carriers.....	149

Depots and Agencies Ordered.....	9
Distance Tables, All Lines.....	192
Drinking Cups on Passenger Trains.....	22

E.

Earnings and Expenses of Railroads Compared 1902 to 1914	6
East Florida Telephone Co., Discrimination.....	83
East & West Coast Ry., Constructed and Rates Prescribed	5-120
European War Conditions as Affecting Railroads.....	26
Express Rates	19
Express Classification Amended.....	22-90
Expense Account of Commission for the Year.....	54

F

F. E. C. Ry., Attitude Toward Regulation.....	32
F. E. C. Ry., Violation Rule 24 of "Freight Rules".....	73
Fines Imposed	14
Freight Rules Governing Common Carriers.....	135

G.

Gasoline Boats Not Subject to Regulation.....	36
General Rules Governing Common Carriers.....	126
Grade Crossings, Elimination of.....	37
Goulds, Establishing Agency.....	119

H.

Hearings and Investigations During the Year.....	7
Hudson, F. M., Counsel for Commission, Report.....	55

I.

Increase of Rates on Special Iron Articles by S. A. L. Ry.	88
Informal Complaints Adjusted.....	10
Inspecting Engineer, Report.....	61

INDEX

v

J.

Jacksonville, Closing Freight Stations for Half-Holiday.....	78
Jacksonville, Erection New Union Passenger Depot.....	97-102

L.

Larkin, Establishing Agency.....	110
Lee, Depot Facilities.....	77
Legal Department, Report	55
Live Stock, Rules Governing Transportation.....	147
Long and Short Haul Law.....	17
L. & N. R. R., Freight Rates Adjusted.....	29-91

M.

McMullen, D. C., Report.....	59
Matthews Wharf, Express Facilities.....	82
Mt. Dora, Depot Facilities.....	95

O.

Ocala, Erection Union Passenger Depot.....	116
Ojus, Depot and Agency.....	109
Opinions of Counsel for the Commission.....	40
Orders, Formal, Entered During the Year.....	65

P.

Pablo Beach, Schedule of Trains to.....	71
Passenger Rules Governing Common Carriers.....	131
Pensacola, Closing Freight Stations for Half-Holiday.....	68
Physical Connection at Palatka	70

R.

Railroads, New Constructed.....	5
Rates, Passenger, on All Lines.....	159
Rates, Freight, on All Lines.....	164

Rates, Express, on Fruits and Vegetables.....	184
Rates, Freight, on Fruits and Vegetables.....	188
Regulation, Effect on Prosperity of Railroads.....	5
Report of Counsel for Commission.....	55
Report of Inspecting Engineer	61
Rules amended and adopted.....	15-113
Rule 3 of "Freight Rules" Amended.....	65
Rule 24 of "Freight Rules," Violation by F. E. C. Ry.....	73
Rule 11 of "Pass. Rules," Violation by A. C. L. R. R.....	112
Rules and Regulations of the Commission Governing Carriers	125
Rules Governing Transportation of Passengers.....	131
Rules Governing Transportation of Freight.....	135

S.

Salaries and Expenses of Commission for the Year.....	54
Schedules of Trains 14, 15, and 114 of S. A. L. Ry.....	69
Schedules to Pablo Beach.....	71
Schedules between Palatka and Ocala.....	100
Special Iron Articles, Rates on Raised by S. A. L. Ry.....	88
Statistics of Railroads.....	227
Syrup and Molasses, Rates on S. A. L. Ry.....	104

T.

Tampa, Closing Freight Stations for Half Holiday.....	75
Telegraph, Joint Offices, Closing.....	30
Telephone Companies, Regulation of.....	23
Telephone, Double Charge at Newberry.....	83
Telephone Companies, List of in State.....	228
Terra Ceia, Depot Facilities.....	107

U.

Umatilla, Depot Facilities.....	66
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INDEX

vii

V.

Violation of Rule 24 of "Freight Rules," F. E. C. Ry.....	73
Violation of Rule 11 of "Pass. Rules," A. C. L. R. R.....	112